Kootenay Boundary
Tourism Region

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KOOTENAY BOUNDARY

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The responsibility for the report as written, and all conclusions reached herein, is the Consultants alone, and does not necessarily reflect the opinions of those who assisted during the course of this investigaton and the Federal and Provincial Governments which funded the study.

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TABLE OF CONTENTS

Page

1.0 KOOTENAY BOUNDARY REGIONAL TOURISM PLAN 1

1.1 Introduction 1
1.2 Regional Setting 1
1.3 Current Tourism Development 3
1.4 Study Approach 4

2.0 KOOTENAY BOUNDARY REGION TOURISM RESOURCES 7

2.1 Approach to Tourism Resources Assessment 7
2.2 Natural Resources 9

2.2.1 Introduction 9
2.2.2 Geographic Description of Landscape/Planning Units 9
2.2.3 General Climatic Characteristics 13
2.2.4 Vegetation 14
2.2.5 Sport Fishing 16
2.2.6 Wildlife Resources 17
2.2.7 Summary of Natural Tourism Resources 19

2.3 Physical Tourism Resources (Infrastructure) 20

2.3.1 Introduction 20
2.3.2 Recreational Lands and Facilities 20
2.3.3 Accommodation 26
2.3.4 Transportation Modes and Corridors 32
2.3.5 Tourist Service Centres 35

2.4 Human Resources 39

2.4.1 Introduction 39
2.4.2 Regional Demography 39
2.4.3 Economic Activity 41
2.4.4 Events and Attractions 43

2.5 Heritage Resources 46

2.6 Summary and Assessment of Tourism Resources [illegible]

TABLE OF CONTENTS CONTINUED

Page

3.0 TOURISM MARKETS, VISITOR PROFILES AND DEVELOPMENT IMPLICATIONS 55

- 3.1 Introduction 55
- 3.2 Tourism Markets 56
  - 3.2.1 Existing Markets 55
  - 3.2.2 Perceived Tourism Markets 56
  - 3.2.3 Market Opportunities 56
- 3.3 Market Forecast 58
- 3.4 Visitor Profiles 58
  - 3.4.1 Traveller Characteristics 58
  - 3.4.2 Trip Characteristics 58
- 3.5 Development Implications 64
  - 3.5.1 General Marketing 64
  - 3.5.2 Accommodation Requirements 65

4.0 LOCAL TOURISM ISSUES, OBJECTIVES AND POLICIES 67

- 4.1 Introduction 67
- 4.2 General Attitudes Towards Tourism 67
- 4.3 Perceived Tourism Strengths, Markets and Opportunities 68
  - 4.3.1 Perceived Tourism Strengths 68
  - 4.3.2 Perceived Tourism Opportunities 69
- 4.4 Issues and Concerns Regarding Tourism Development 70
  - 4.4.1 Seasonal Aspects 71
- 4.5 Weaknesses as a Tourism Area 71
- 4.6 Tourism Linkages 72
- 4.7 Locally Defined Tourism Objectives 72

TABLE OF CONTENTS CONTINUED

Page

5.0 PROVINCIAL AND REGIONAL TOURISM DEVELOPMENT STRATEGY 74

5.1 Introduction 74

5.2 Framework for the Preparation of Tourism Development Strategies 75

5.3 Provincial Tourism Development Strategy 76

5.4 Regional Tourism Development Strategy 79

6.0 REGIONAL TOURISM DEVELOPMENT PLAN 84

6.1 Introduction 84

6.2 Guidelines and Principles 84

6.3 Tourism/Recreation Planning Hierarchy 90

6.4 General Description of the Plan 92

6.4.1 Grand Forks Regional Gateway Centre/ Local Tourism Service Centre 94

6.4.2 Kettle River Recreational Waterway 94

6.4.3 Christina Lake Resort Area 95

6.4.4 Rossland Regional Tourism Attractions 95

6.4.5 Castlegar Regional Gateway 98

6.4.6 Arrow Lakes Recreational Waterway 101

6.4.7 Nakusp Local Tourism Service Centre 104

6.4.8 Selkirk Mountains Tourism Destination Area 106

6.4.9 Kootenay Lake Regional Tourism Destination Area 111

6.4.10 Creston Regional Gateway Centre and Local Tourism Service Centre 118

6.4.11 Kootenay Boundary Special Recreation Attractions 120

6.4.12 Travel Corridors 121

6.5 Summary of Key Development Proposals 127

APPENDICES

		Page
1.	Technical Terms and Definitions	A1
2.	River Classification System	A11
3.	Evaluation Matrix - Criteria for Ranking	A13

LIST OF DRAWINGS

		Following Page
1.	Landscape/Planning Units	9
2.	Development Plan	86

LIST OF FIGURES

1.	Regional Development Strategy	75

LIST OF TABLES

		Page
1.	Tourist Accommodation by Type: Kootenay Boundary Tourism Region, 1971 and 1979.	28
2.	Tourist Accommodation by Area: Kootenay Boundary Tourism Region, 1979	29
3.	Tourism Service Centres: Kootenay Boundary Tourism Region, 1980	36
4.	Demographic Characteristics: Kootenay Boundary Tourism Region, 1971-1976	40
5.	Employment by Economic Activity, 1979	42
6.	Summary Evaluation of Highest Ranked Landscape/Planning Units and Travel Corridor by Key Tourism Resources	50
7.	Summary of Specialty Market Development Opportunities: Kootenay Boundary Tourism Region	57
8.	Market Forecast: Kootenay Boundary Tourism Region (Person Trips (000))	59
9.	Traveller Characteristics: Kootenay Boundary Tourism Region	60
10.	Trip Characteristics: Kootenay Boundary Tourism Region	61
11.	Hierarchy of Development	91

1.0 KOOTENAY BOUNDARY REGIONAL TOURISM PLAN

1.1 Introduction

In recognition of the increasing importance of tourism to the Province of British Columbia, a total of nine regional tourism plans, of which the Kootenay Boundary Tourism Region is one, have been prepared under the terms of the Canada - British Columbia Travel Industry Development Subsidiary Agreement. The purpose of this document is to examine and assess tourism opportunities in the West Kootenays and to outline development opportunities that could be undertaken through government agencies and the private sector. In the preparation of this document, it is recognized that much of the plan will be implemented by separate agencies and individuals and through specific project plans. Tourism planning is a continuous dynamic process that must respond to markets, the financial community, environmental implication and the needs of the travelling public. This Kootenay Boundary Regional Tourism Plan is part of that process and has been prepared in accordance with the British Columbia Tourism Development Strategy.1)

1.2 Regional Setting

The Kootenay Boundary Tourism Region, an area of approximately 32,000 square kilometres in size,2) is located in the southern part of the mainland of British Columbia. The area is defined by the Canada - United States border (Washington and Idaho) on the south, the eastern and northern boundaries of the Central Kootenay Regional District, and on the west by the western boundary of the former Kootenay Resource Management Region3) with minor adjustments allocating two ski areas to the Okanagan-Similkameen Tourism Region. The area is essentially similar to the combination of the two regional districts: Central Kootenay and Kootenay Boundary with small variations in the west of the Kootenay-Boundary Regional District. The boundaries of the tourism region were determined as a result of the preparation of a British Columbia Tourism Strategy in 1979 and amended following local forums.

With just 3.4% of the province's area, approximately 81,200 persons or 3.3% of the total provincial population (1976 Census) are found within the study area. Nelson with a 1978 estimated population of 9,500 is the current major tourist service centre but Castlegar with the regional airport and recently improved highway access is beginning to assume that role. The major existing destination areas are the Kootenay Lake area including Nelson and the Rossland Red Mountain Ski development. The closest major markets are the urban centres of the Lower Mainland (1,277,000) including Greater Vancouver, Calgary (495,000), Metro Seattle (1,427,000) and Greater Spokane (316,000). Calgary and Spokane are the major air gateways for international visitors and the Prairie and U.S. midwest markets. Vancouver plays a lesser gateway role. To the east of the Region is the B.C. Rocky Mountain Tourism Region, a major market area for Albertan travellers, while to the north lies the Thompson-Shuswap Tourism Region, a favourite tourist area for Albertans and Lower Mainland residents. To the west lies the Okanagan-Similkameen Tourism Region, also a major tourist destination area. None of these Regions or the sparsely populated States to the south provide major markets to the Kootenay-Boundary Tourism Region.

The Kootenay-Boundary Tourism Region contains predominantly high rugged mountain terrain bisected by long valleys with lakes and rivers; more gentle landscape is found in the Creston Valley, the eastern gateway by road. Although the Region is extremely mountainous, it has a relatively good road network with highways and more minor roads in all major valleys and several interconnecting mountain pass routes in the south of the Region, as well as between the Valleys of the Slocan and Kootenay Lakes. Access to the Region, however, is not as good as within the Region. The Castlegar airport in the south is the only regional airport and has direct flights to Calgary and Vancouver; but both physiography and climate make expansion of air services difficult. There are no passenger rail routes into or through the Region and travellers by road must traverse mountain ranges by most east-west routes to the Region. Highway connection north to Revelstoke and the Trans-Canada (which by-passes the Region) necessitates the use of a highway ferry connection at Galena Bay. Several other highway routes are also made continuous through the use of ferries. Access by road from the nearby states of Washington and Idaho, though, is good with five major north-south links.

The major economic activities in the Region are manufacturing including industrial, mineral and wood processing, forestry, agriculture, government and retail services, energy production, mining and tourism. Tourism is very important in Nelson and Rossland and plays a major role in Creston and in smaller communities such as Grand Forks, Kaslo, Nakusp, Greenwood and New Denver. Because of the nature of the Region, very few communities are not affected by tourism development.

1.3 Current Tourism Development

The tourism consultation process revealed that many residents feel the Region has the potential of being a year-round tourist destination area because of summer and winter outdoor recreation possibilities. Rossland is noted for its skiing and expansion plans have been prepared for both the accommodation sector and the ski area. Tourism is considered important by residents of Grand Forks and Greenwood; however, length of stay is short. Tourism is declining in Trail as a result of highway re-routings but Castlegar is just discovering tourism. Nelson to the northeast is also viewed as a community where tourism could become a viable industry. Other tourist areas are Creston and Kaslo/Kootenay Lake with some activity now in the Slocan Valley, where tourism could aid in diversifying the local economy.

1.4 Study Approach

Development of the Regional Tourism Plan for the Kootenay Boundary Tourism Region was undertaken by a multi-disciplinary team in accordance with the provincial and regional approach presented in the report, British Columbia Tourism Development Strategy, 1979. The work has been carried out under the Canada-British Columbia Travel Industry Development Subsidiary Agreement (October 1978) and the guidance of an Inter-Governmental Management Committee.

The Regional Tourism Plan recognizes the need for joint resource planning to enhance tourism development and has been prepared in the context of planning done by other provincial and federal agencies, particularly Parks and Outdoor Recreation, Fish and Wildlife, Tourism Heritage Conservation, Forest Service, Transportation and Highways, Environment, Municipal Affairs, Fisheries and Oceans, and Parks Canada.

In addition, regional and local governments, travel industry groups and special purpose organizations such as heritage societies, environmental groups or chambers of commerce were invited to present their ideas on the future of tourism within the Region. This process added further insight into opportunities and the social capability of the area to sustain more tourism activities.

Most of the background inventory and analysis elements have been fully considered but presentation is not as extensive as has been the case in some of the regional tourism plans. However, the plan development component covers all key plan concerns.

In terms of methodology, the study relies primarily on secondary data and information provided by relevant agencies and individuals at the local, provincial and federal levels as well as new data developed through special studies carried out under TIDSA. These data sources have been augmented by field visits and maps, as well as interviews and contacts with private and public agencies involved in tourism. However, no original user surveys or biophysical data collection were carried out for this study, although the most recent visitor data[4)] and results[5)] of local consultation were also considered. Official Regional Plans, background papers and selected Official Community Plans have also been reviewed and assessed, especially for policy aspects.

An inventory and analysis was undertaken of the natural, physical, human and historic resources of the area to determine existing and potential opportunities for development. Visitor profiles were developed for the major tourism sectors and related to the supply of existing facilities, attractions, events and infrastructure. The natural, physical, human and historic resources were identified and evaluated on a landscape basis to determine the location of outstanding tourism resources. Tourism markets were examined to determine trends in tourism and recreation and the shortfall or over-supply of local and regional opportunities in specific destination areas and along major transportation corridors.

The final two chapters in the report outline the proposed conceptual plan for the Kootenay Boundary Tourism Region and its relationship to the Provincial Strategy and the development plan with specific proposals identified to meet market requirements and resource opportunities. In the development of the Regional Tourism Plan, a hierarchy was prepared to guide both the planning and evaluation of proposals on an area, corridor and nodal basis. It should be noted that the study concentrates on the general travelling public; convention trade has not been assessed.

FOOTNOTES:

1. Province of British Columbia Tourism Development Strategy October 1979. This plan was prepared by Marshall Macklin Monaghan Limited, Stevenson & Kellogg, and L.J. D'Amore and Associates.

2. Based on the addition of the Central Kootenay Regional District, the Kootenay Boundary Regional District minus part of Electoral Areas E and the addition of part of Electoral Areas D & E of the North Okanagan Regional District. Source: Statistics Relating to the Regional and Municipal Governments in British Columbia June 1979, Ministry of Municipal Affairs.

3. Boundaries for the Kootenay and Thompson-Okanagan Resource Management Regions were reorganized spring 1980. The Thompson-Okanagan Region was split and part of the Kootenay Region allocated to the new Okanagan Region.

4. Visitor Survey 1979, B.C. Research for the Ministry of Tourism.

5. Two tourism forums were held one in Nelson and one in Rossland, attended by representatives of 36 organizations. In addition, 24 written submissions were received.

2.0 KOOTENAY BOUNDARY REGION TOURISM RESOURCES

2.1 Approach to Tourism Resources Assessment

This chapter is concerned with describing and evaluating the natural, physical, human and historical resources of the Kootenay Boundary Tourism Region. For the purposes of a regional tourism plan, it is important to identify the present levels of use and the potential attractiveness (quality) of the available resources so that decisions can be made whether to protect or further develop the various resources according to their carrying capacity (social as well as biophysical), the market opportunities and the objectives of the Province of British Columbia.

This chapter has been organized in a systematic manner to present a comprehensive overview of the natural conditions within the Region while highlighting the major existing and potential tourism/recreational resources and features. After introducing the methodology utilized in the resource analysis, the chapter then continues with a description and evaluation of the significant natural, human and historical resources and the tourism infrastructure and concludes with a summary and assessment of the existing and potential tourism opportunities within the Region.

In order to systematically inventory and assess the tourism and recreational resources, four categories of resources were established, namely: natural, physical, human and historical. The resources within each of these categories were described and then assessed on an landscape unit basis. For the purposes of this tourism strategy, natural resources are defined as those part of the landscape existing as a result of natural processes and include topographic geologic features, climate, vegetation and fish and wildlife resources. Physical resources on the other hand, are those constructed by man to provide the tourist with the necessary amenities (infrastructure) such as lodging, transportation services, recreational facilities, etc.

The lifestyles, crafts, popular events, sports and customs of the people of the province make up the human resources. Historical resources are those structures, artifacts and activities or events that took place in the past of historical or archaeological significance. These were the four major categories of the resource base inventory.

The inventory and assessment of the tourism and recreational resources involved four steps:

1. Identification of landscape/planning units within the Region, based on physiography, landscape character, water features, and visual unity;
2. Inventory and analysis of all major tourism resources (natural, physical, human and historical);
3. Written descriptions or graphic presentation of all tourism resources, features and attractions; and
4. Evaluation of natural, physical, human and historical/resources on the basis of landscape/planning units as well as individual travel corridors to assess existing levels of tourism use and development and to determine those areas with potential for tourism/recreational development.

In order to develop an assessment and comparison of the various resource categories, the four categories were further divided into several topic areas. For example, the natural resource category was divided into geographical descriptions of major landform units, climate, vegetation, etc. and the physical resources category was divided into recreational lands and facilities, transportation, accommodation, etc. These divisions are discussed under each category and were assessed in an Evaluation Matrix to enable a summary and comparison of the relative abundance and quality of various aspects of the natural, physical, human and historical resources within the landscape units, each of which occupies a distinct part of the Region.

2.2 Natural Resources

2.2.1 Introduction

The natural resources of the Region are the essential elements and the basic planning considerations that define type, location and scale of most tourism developments and activities. In this chapter, various components of the natural resource base, which includes physiographic landforms, water features, climate, vegetation, fish and wildlife, will be discussed in broad terms. This information was gathered from various sources such as personal and telephone interviews, government publications, consultant's reports and field visits. Throughout the discussion the importance of the resource components to tourism and recreation development will be highlighted.

2.2.2 Geographical Description of Landscape/Planning Units

For descriptive purposes, the Region was divided into landscape/planning units (see Drawing 1) that reflect land form character, water features, visual unity and tourism activity potential. The Kootenay Boundary Tourism Region contains part of only two major physiographic landform units: the southern part of the Columbia Mountains which includes the southern half of the Monashee Mountains, the southern two-thirds of the Selkirk Mountains and the western one-third of the Purcell Mountains; and the eastern portion of the Southern Interior Plateau and Highlands which includes the eastern part of the Okanagan Highland. Thus the landforms of the Region are comprised largely of mountain ranges separated by deep valleys that have excellent tourism scenic appeal.

The Okanagan Highland is a transition landform between the Interior Plateau in the west and the Columbia Mountains in the east. It is a moderately sloping, incised plateau composed of rounded mountains and ridges that have been smoothed by glaciers and dissected by streams. General elevations are largely between 1,210 and 1,800 m (4,000 - 6,000 feet).

The Monashee, Selkirk and Purcell Mountains are composed of north-south aligned ranges separated by two major valleys that are now occupied by lakes and rivers. The Monashees are separated from the Selkirks by the flooded valley of the Columbia River and the Selkirks are separated from the Purcells by the valleys of Kootenay and Duncan Lakes.

The majority of the Region is drained by the Columbia River and its major tributary, the Kootenay River system. The Upper Arrow and Lower Arrow Lakes are a reservoir formed by the flooding of the Columbia River Valley due to the construction of the Keenleyside Dam near Castlegar. The lake system is over 200 kilometres long and averages one to two kilometres in width. Although water level fluctuations of 21 metres create serious problems, recreational use of the lake is increasing and a system of marine parks is planned by the Provincial Parks Branch. Kootenay Lake is a large, natural lake over 100 kilometres long and from two to five kilometres wide that has long been a popular water-based vacation area. Each of these large water bodies and their adjacent valley slopes serve as the basis for delineating landscape planning units.

There are also a considerable number of intermediate-sized lakes; Duncan (a reservoir), Slocan, Whatshan and Christina. The lakes are well-suited to power boating and sailing, although, with the exception of Christina Lake, the temperatures are rather cold due to inflowing meltwater from higher elevations.

Kootenay Boundary
Regional Tourism Development Strategy

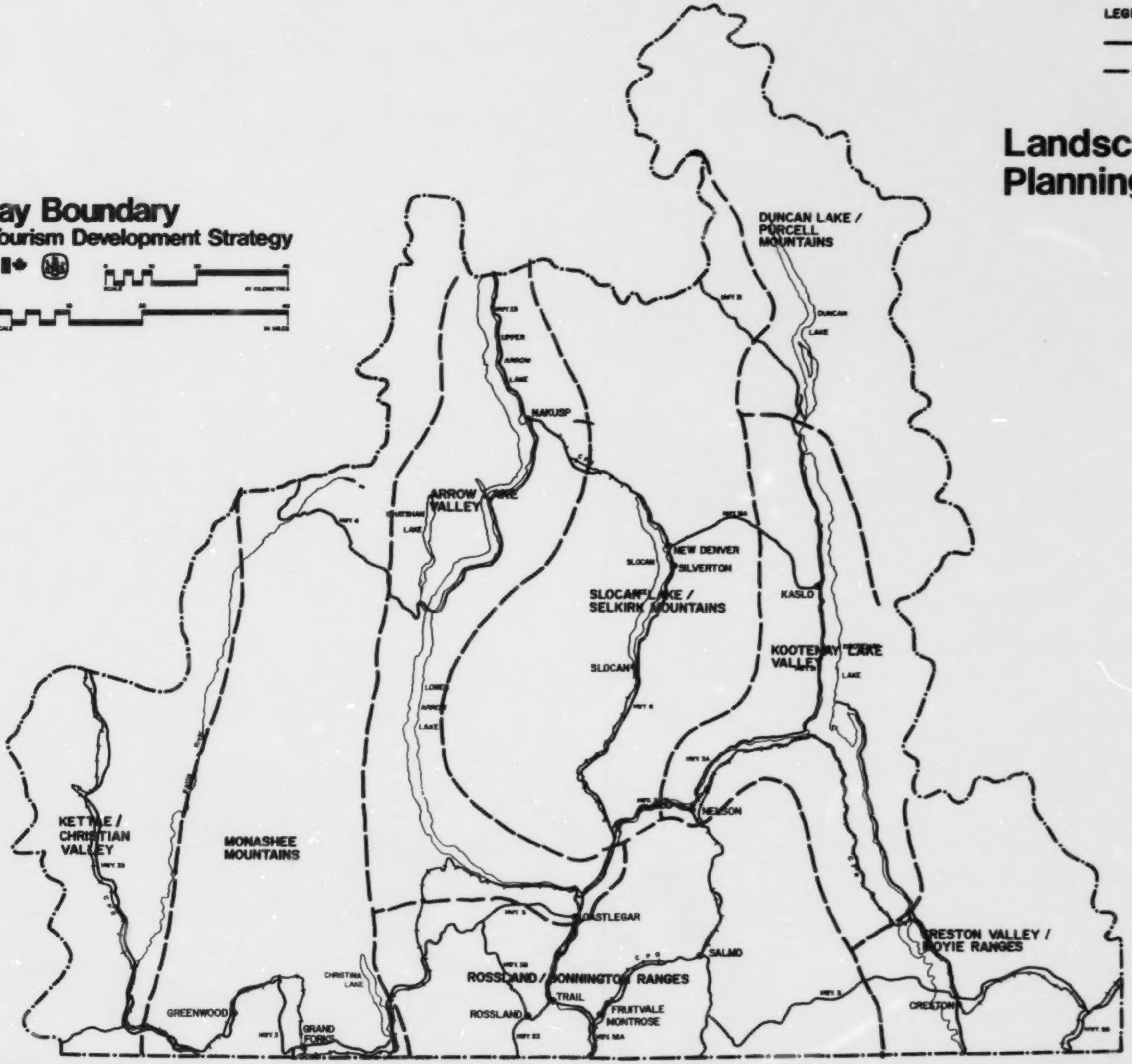
1

Landscape / Planning Units

LEGEND

Landscape / Planning Unit Boundary

Regional Boundary


DUNCAN LAKE / PURCELL MOUNTAINS
HWY 31
DUNCAN LAKE
HWY 23
UPPER ARROW LAKE
NAKUSP
C P R
ARROW LAKE VALLEY
WHATSHAN LAKE
HWY 6
HWY 31A
NEW DENVER
SILVERTON
SLOCAN
SLOCAN LAKE / SELKIRK MOUNTAINS
KASLO
KOOTENAY LAKE VALLEY
SLOCAN
LOWER ARROW LAKE
HWY 6
HWY 3A
NELSON
KETTLE / CHRISTIAN VALLEY
HWY 33
C P R
MONASHEE MOUNTAINS
HWY 3
CASTLEGAR
HWY 3B
ROSSLAND / BONNINGTON RANGES
TRAIL
SALMO
CHRISTINA LAKE
GREENWOOD
HWY 3
GRAND FORKS
ROSSLAND
HWY 22
FRUITVALE
MONTROSE
HWY 22A
HWY 3
CRESTON VALLEY / MOYIE RANGES
CRESTON
HWY 95

THIS IS A WORKING DRAWING AND THE INFORMATION PORTRAYED HEREON IS INTENDED TO ILLUSTRATE THE NATURE AND TYPE OF DATA EVALUATED AND DOES NOT NECESSARILY DISPLAY ALL INFORMATION AVAILABLE.

There are also numerous smaller lakes in the mountain valleys of the Slocan/Selkirk ranges and in the Rossland/Bonnington ranges. The lakes of the Rossland/Bonnington ranges, because of their small size and the warm climate, are popular for swimming, e.g., Champion Lake, Nancy Green Lake. In the Kettle/Christina Valley landscape unit, Conkle Lake and Jewel Lake are also popular.

The large number of dams on the Region's major lakes and rivers has reduced much of the canoeing capability although the changes have permitted increased power boating opportunities.

The Monashee Mountains landscape/planning unit is composed of high and rugged ranges, with the greatest relief and elevation in the northern portion, which decreases with proximity to the United States border. Mount Thor and Mount Odin are the highest peaks (2,948 metres and 2,972 metres respectively) in the northern part of the Monashee Mountain unit, while Mt. Tanner and Mt. Cochrane (2,417 metres and 2,412 metres respectively) in the Midway range are the highest peaks in the southern part of the unit.

The peaks over 2,420 metres (8,000 feet) were subject to intense cirque glaciation producing bold matterhorn peaks, sawtooth ridges and deep, steep-sided valleys. The steep terrain provides a challenge to hikers and mountaineers but provides few opportunities for alpine akiing. The exception is the deep, powder snow on the permanent glaciers of Mounts Odin and Thor which provide excellent heli-skiing.

Across the Arrow Lakes Valley unit lies the Selkirk Mountains that contain peaks that are higher and more rugged than the Monashees. The high peaks are typically matterhorn in form, separated by deeply incised, glaciated valleys. Cirque glaciers are common in the Slocan and Duncan ranges. The ranges are divided into irregularly-shaped blocks by deep valleys often occupied by lakes and rivers, e.g., Slocan Lake, Salmo and Lardeau Rivers, with relief often over 2,000 metres. The southern part of the Selkirks are more subdued and rounded with fewer rugged peaks and serrated ridges.

The less rugged and steep mountain landforms in the south have greater capability for alpine ski development, e.g. Red Mountain near Rossland. However, there is very good heli-skiing further to the north in the Valhalla Range (2,300 metres to 2,700 metres in elevation) and the Duncan Range (2,743 metres to 3,070 metres maximum elevation) in Slocan Lake/Selkirk Mountains unit. The high scenic and mountain recreation potential of the Selkirks have been recognized by the designation of Kokanee Glacier Provincial Park (25,900 hectares) to the east of Slocan Lake and the attempt by local conservation/tourist groups to establish a park in the Valhalla Ranges to the west of Slocan Lake.

The northeast and eastern portion of the Region is occupied by the Purcell Mountains, most of which are within the B.C. Rocky Mountain Region. Within the Duncan Lake/Purcell Mountains landscape/planning unit the topography is rugged and abrupt with relief over 2,000 metres between the peaks and the steep-sided valleys. The Bugaboo Alpine Recreation Area, famed for heli-skiing on the large glaciers, is partly located within the unit. There are several peaks over 3,000 metres in height separated by V-shaped valleys that provide stunning alpine scenery when viewed from Duncan or Kootenay Lakes.

The valley of Kootenay/Duncan Lakes provides the physiographic separation between the Selkirk and Purcell Mountains. Kootenay Lake, at 532 metres, is flanked by mountains varying from 2,300 to 2,900 metres which rise abruptly from the lakeshore in many areas. The combination of lake and mountain landforms has served as an attraction for many years for tourists interested in water-based and vigorous land-based activities. Ainsworth Hot Springs and the limestone caverns of Cody Caves Provincial Park are additional points of interest in the valley.

The southeastern landscape/planning unit is occupied by the broad, U-shaped Creston Valley through which the Kootenay River meanders, and by the Moyie Ranges, a portion of the southern Purcells which are considerably more subdued and rounded than the more northerly areas.

2.2.3 General Climatic Characteristics

Because of the combination of valley systems alternating with large mountain masses there is an almost constant interplay between the two major climatic zones that dominate the Region. The "interior wet belt" occupies the higher elevations and the "interior dry belt" the lower level valleys. Thus climatic and weather changes can occur relatively quickly with changes in elevation and aspect. The Southern Interior Continental climate with cold winters and warm dry summers is dominant throughout the southeastern part of the Region at lower elevations and in the Kettle and Christina Valleys, the Arrow Lakes Valley and the Kootenay Lake Valley. The Humid Continental climate with cold snowy winters and short cool summers covers the Monashee, Selkirk and Purcell Mountains. There are also considerable areas at high elevations with Alpine climatic characteristics.

July daily mean temperatures are 18° to 20°C throughout the valley bottoms of the Columbia, Kootenay and Kettle Rivers, Arrow, Kootenay, Duncan and Slocan Lakes. The southernmost part of the Columbia River Valley near Trail and Montrose is even warmer, with mean temperatures of 20° to 22°C. These valleys, being in the rainshadow of the mountain ranges, receive low levels of annual precipitation (40 to 50 cm in the southern part of the valleys, 50 to

70 cm in the northern parts), most of which falls in the winter. Thus summer days have many hours of sunshine. The summer months are often near drought conditions and the danger of fire is extreme; both these conditions cause restrictions on recreational activities. The temperatures are cooler with increases in elevation, 16° to 18°C in the intermediate slopes and yearly rainfall also increases to 70 to 100 cm. July mean temperatures in the mountains are even cooler, 14° to 16°C, with clouds often hugging the mountain tops. Daytime temperatures can be quite warm but nighttime temperatures can hover near freezing.

January mean temperatures are mild, 0° to -5°C in the Lower Arrow Lake, the Kootenay Lake, and Columbia and Kootenay River Valleys. The southern Monashee and Purcell Mountains, and the central and southern Selkirks are somewhat colder at -5° to -10°C. The central and northern portions of the Monashee and Purcell Mountains are colder still with mean temperatures of -10° to -15°C due to high elevation. Winter snowfall is quite heavy on all elevations over 1,525 metres (5,000 feet) exceeding 125 cm.

The climatic regime is well suited to both winter and summer recreation with dry, warm summers and a pleasant shoulder season in the lake and river valleys. Winter temperatures are mild. At higher elevations winters are long and snowy but not bitterly cold. Summers are comfortably cool for vigorous backcountry activities.

2.2.4 Vegetation

As with most mountainous areas of the province, vegetation patterns are complex and dependant on precipitation, elevation, soil and terrain conditions. These factors vary markedly within short distances because of the constantly changing patterns of relief. Transitional vegetation associations are as prevalent as the major vegetation zones.

The main valley systems between the 360 metre to 1,260 metre elevation of the Arrow, Slocan, Duncan, and Kootenay Lakes, and the Columbia, Kootenay, Slocan, Salmo, and Big Sheep Rivers are occupied by the Interior Western Hemlock Zone. This is a very productive forest zone that is being extensively logged, causing considerable visual impacts on the valley slopes. Common trees are western hemlock, some western red cedar and interior Douglas-fir, with western white pine and aspen common in burnt-over areas.

The valleys of the Kettle and Granby Rivers and the southernmost sections of the Kootenay and Pend Oreille Rivers are occupied by the Interior Douglas-fir Zone while the southernmost portions of the first two valleys and the Kootenay River Valley are part of the semi-arid Ponderosa Pine Bunchgrass Zone. Because of the summer dryness, forest and brush fire hazards are severe throughout much of the southern part of the Region and the lower elevation valleys.

The intermediate slopes of the Monashee, Selkirk and Purcell Mountains are a transition zone between the Interior Western Hemlock Zone below and the Englemann Spruce-Sub-alpine Fir Zone which occupies elevations between 1,260 metres and 2,250 metres. These areas are also being extensively logged. Above this lies the Alpine Tundra Zone of treeless meadows, straggling prostrate forms of alpine fir, whitebark pine, willows and numerous wildflowers. The vegetative associations that result from the combinations of slope, aspect, soil depth and moisture regimes contribute greatly to the visual appeal of the mountain and valley landscapes. The vegetation cover also provides habitat for a considerable variety of birds and mammals. There are three Ecological Reserves in the Region totalling 1,124 ha, set aside to protect some of the unique transitional plant associations.

2.2.5 Sport Fishing

The sport fish resources of the Region, largely dominated by cold water species, attract thousands of resident and non-resident anglers every year. A considerable variety of fishing experiences are available from streams and rivers to small mountain lakes and to large lakes and reservoirs.

Rainbow or Kamloops trout, the most important sport fish in the interior of British Columbia, are found in the cool, deep waters of the Columbia and Kootenay River systems. They are characteristically a lake dwelling species usually entering streams to spawn. The Yellowstone cut-throat are found in both the lakes and streams of the two main river systems of the Region as are the Dolly Varden and brook trout (an introduced species).

Kootenay Lake is the home of the largest kokanee fishery (landlocked sockeye salmon) in the Province. They also are found in Duncan, Slocan and Christina Lakes. Similar to anadromous salmon they spend their adult lives in open waters and have their spawning runs along the shoreline and streams in the fall. At Meadow Creek near the Duncan Dam, the Fish and Wildlife Branch has constructed the largest man-made salmon spawning channel in the Province. Kootenay Lake supports trophy-size Kokanee and rainbow trout. Smallmouth and largemouth bass, burbot (locally favoured for ice-fishing) and mountain whitefish also attract some angling interest.

The Region comprises over one third of the Kootenay Resource Management Region (R.M.R.) and, because it has the best known fishery resources it likely receives the bulk of use in the R.M.R. In 1976-77, the numbers of licensed anglers was about 26,800 or only nine per cent of the provincial total. However, the Region received 13.8% (540,000) of the total fishermen days, generating expenditures of over $14,200,000. The Region was also very popular with non-residents, receiving 35% (89,600 fisherman days) of other Canadian use and 13% (29,700 fisherman days) of the non-Canadian use.[1)] Much of the non-resident use is attracted to the Kokanee fishery of Kootenay Lake which supports about 20 tourist establishments who advertise fishing and related facilities as part of their attractions as well as four provincial parks with campgrounds. Christina Lake, another popular lake fishery, also supports eleven family oriented, water-based resorts and a provincial park.

Like many of the lakes in the southern interior of the province, the Region's rivers and lakes are low to moderately productive. The vast majority of streams are unproductive and fish populations are extremely vulnerable to habitat alterations and overfishing. The Fish and Wildlife Branch stocks various lakes and some rivers with rainbow trout as well as some Kokanee, Yellowstone cut-throat trout and brook trout (Conkle, Echo, Jade, Nancy Green, Rosebud Lakes, Inonoaklin River). The majority of small lakes are thus dependent upon an annual hatchery stocking program to maintain fish stocks; about 130 lakes are stocked with almost 700,000 trout in the Nelson R.M.R.

The sport fishery resources of the Kootenay Boundary Tourism Region have been an extremely important tourist attraction. If they are to continue as such, more serious consideration must be given to fisheries management concerns by other resource users (hydro, forestry) and methods of mitigating the adverse reservoir effects must be implemented.

2.2.6 Wildlife Resources

The complex mountain and valley landform of this Region, along with the neighbouring B.C. Rocky Mountain Tourism Region, is part of an ecosystem that supports some of the largest big game populations remaining in North America. Numbers have been much reduced in the past several decades due to the effects of land withdrawals for competing uses and the influence of resource extraction activities. Large tracts of valley bottom, which once served as ungulate winter range, have been lost due to hydro developments. Thus the management and protection of the remaining areas is a priority issue since they are under continued pressure for other human uses. Some of the most important species present are elk, mountain goat, grizzly bear, moose, cougar, white-tailed deer, mule deer, caribou, black bear, upland game birds and waterfowl. These species are available for both consumptive and non-consumptive uses. This Region supports only one-sixth of the guide outfitter operations in the Kootenay Resource Management Region with most hunting expenditures being generated by regional and other British Columbia residents.

Deer are the most numerous and most widely distributed big game animals in the Region. Elk are relatively numerous in the Purcells, the Kootenay-Duncan Lake Valley and the Selkirk Mountains north of Slocan Lake (although populations are not as high as in the East Kootenays). The largest area of high value ungulate winter range in the West Kootenays occurs from Broadwater to Deer Park on the plateau to the north of Lower Arrow Lake. There are 1,500 mule deer, 1,000 white-tailed deer and 200 elk (recently introduced). Their numbers could be increased substantially with more intensive management.

Large carnivores are present although their numbers have been drastically reduced over the past decades because of man's activities.

Many other smaller mammals also commonly found are red fox, coyote, badger, pika, hares, muskrat, beaver, lemmings, pocket gophers, marmots, ground squirrels, flying squirrels, chipmunks and porcupine.

The Creston Flats area provides an important waterfowl stopover habitat for birds on the Pacific Flyway. A quarter of a million ducks, geese, Whistling swans, and other waterfowl use the area during the spring and fall migrations. The Canadian Wildlife Service in a joint venture with the Fish and Wildlife Branch has established a 6,500 hectare conservation area with an interpretation centre. The centre offers displays, talks, slide shows, guided and unguided nature walks and canoe trips. Visitation amounted to 17,000 people in 1979 with considerable numbers also enjoying unstructured uses in the management area e.g., visiting wetland and waterfowl management projects, hiking, viewing, fishing and controlled hunting.

In general, the Region offers a variety of high quality wildlife viewing experiences to broaden the range of the visitor's experience.

2.2.7 Summary of Natural Tourism Resources

The Region provides a broad range of impressive highland and mountain scenery with broad valleys, glaciers, mountain streams, steep-walled valleys, numerous "finger" lakes and a variable vegetative cover. The climate of warm, dry, sunny summers in the valleys, and long, snowy winters at high elevations provides an ideal combination of outdoor recreation seasons. The land base and water base are well suited to support a broad range of extensive and intensive tourism activities, e.g. fishing, bathing, boating, camping, hiking, mountaineering, trail riding and skiing. Some of the special resources of the area include the hot springs, limestone caves, the large lakes and reservoirs, the Kokanee and rainbow trout fishery and the glaciers for heli-skiing. Some of the problems to be overcome include the resolution of recreation and fisheries management resulting from hydro development and the protection of critical wildlife areas from encroachment.

2.3 Physical Tourism Resources (Infrastructure)

2.3.1 Introduction

Physical tourism resources are those structures and environments constructed by man to provide the tourist with necessary amenities. They are an integral part of a tourism development plan and, to a large extent, influence the character, quality and diversity of the visitor's experience. In order to understand the nature, quality and availability of the physical resources, an inventory and analysis was undertaken which identified the existing infrastructure on both a regional and landscape/planning unit basis. Categories included recreational lands and facilities, accommodation, transportation modes and corridors, and tourist service centres.

2.3.2 Recreational Lands and Facilities

The Region encompasses a broad array of landforms and water features including major mountain systems, large and small valleys, rivers, large and small lakes and reservoirs with considerable variety in recreational/tourism capability. Many of these areas are accessible and close to the travel corridors and populations centres, while others are distant with difficult access or access only by boat, helicopter or on foot or horseback. This allows visitors to engage in many types of active and passive activities in scenic and often spectacular settings.

Most of the Region is comprised of provincial Crown Land and Provincial Forest with significant areas designated by various agencies for recreational and fish and wildlife purposes. These provincially managed lands are very important destination areas for day-use and extended vacations by British Columbia residents, as well as the non-resident markets arriving by air and road. There are vast areas of Crown Land with no designated recreational function that nonetheless have an important recreational role as they are used in an extensive and often unstructured manner for wildlife viewing, guided and non-guided hunting and fishing, hiking and cross-country skiing. The recreational lands and facilities discussed in this section are major tourism attractions, as is the case of the provincial parks and marine parks, or are of a quality that would attract tourists to the Region or that support significant tourism use (such as Kootenay Lake). Municipal facilities were generally not considered in this plan because of the scope of the study and because they are primarily developed for local residents' use.

2.3.2.1 Provincial Parks

In this Region there are 25 parks, four recreation areas, two reserves, and part of one wilderness conservancy, ranging from 2 ha. to 65,761 ha. in size. Together these areas encompass 121,265 ha. which is 2.7% of the total provincial park land. There are camping facilities in thirteen, providing 321 campsites, 3.3% of the provincial total. Six parks - Bugaboo Alpine, Fry Creek Canyon Recreation Area, Kokanee Glacier, Monashee, Nancy Green Recreation Area, and Purcell Wilderness Conservancy - offer wilderness camping opportunities. Within the 32 parks, there are 295 km of hiking and cross-country skiing trails (1.3% of the provincial total) and 2,056 m of developed beach (4.8% of the provincial total).

The parks receive both day and overnight use which together have increased from 144,626 party days in 1978 (5.4% of the provincial total) to 239,120 party days in 1979 (7.0% of the provincial total) an increase of 65%. The greatest volume of day-use occurred in Nancy Green Lake, Christina Lake, and Johnstone Creek Parks. As a proportion of total provincial use, camping increased slightly by 0.5% from 15,687 party nights in 1978 (2.7% of the provincial total) to 20,933 party nights in 1979 (3.2% of the provincial total). On the regional level, however, overnight use increased substantially by 33%. The greatest amount of overnight use occurred in Kokanee Creek, Kettle River, and Champion Lakes Parks. Sixty-seven per cent of the campers were from B.C., 25% from the rest of Canada, and 8% from the U.S.A. This is a considerably higher percentage of non-resident use than the provincial average of 28%.

Aside from the popular intensive types of activities the provincial parks provide, they are also important for their landscape and scenic protection roles, as well as for wildlife habitat preservation and interpretive values. The British Columbia Provincial Parks also provide numerous opportunities for extensive and physically challenging activities such as hiking, climbing, kayaking, canoeing and nature study, which are becoming increasingly popular with residents and tourists alike. Even though there are large areas of Provincial Crown Land where these activities can occur (unless they are pre-empted or degraded by resource extraction activities as occurs periodically), provincial parks are widely acknowledged as offering some of the best places to engage in active outdoor recreation activities.

The British Columbia Forest Service also provides outdoor recreation opportunities of a dispersed nature and typically provides informal, rustic facilities. Their purpose is to provide forest recreation sites (camping, picnicking, boat/canoe launching areas) largely for use by regional residents although it is recognized that appreciable non-resident use occurs. Presently, most recreation sites are concentrated around the northern end of Kootenay Lake, Nakusp, Upper Arrow Lake, Granby River Valley, and the Kettle River Valley.

2.3.2.2 Proposed Park System Expansion

The projects proposed for the Region's Provincial Park system entail expanding and/or improving existing facilities, increasing the area of existing parks, developing new facilities, and investigating the establishment of new parks such as the Valhalla Park proposal. Most of these development plans are focussed on Christina Lake, Kootenay Lake, and the Upper and Lower Arrow Lakes. The plans include adding to or improving boat launches, campgrounds, beaches and swimming areas, and day-use facilities. Some of the above will be accessible by boat only. These steps will establish a mini marine park on Christina Lake and major marine access park systems on the Arrow Lakes and Kootenay Lake. The Ministry of Forests, Recreation Division, is expanding its efforts in the Region by means of a five-year program which began with an inventory of suitable and available sites, and collection and analysis of demand data. This will provide the basis for strategic planning for the provision of additional camping/picnicking units, summer and winter use trails.

2.3.2.3 Camping Opportunities

Camping opportunities are provided by two public agencies, the Parks Branch and the Forest Service, and by many private enterprises. There are 321 Provincial Park campsites located in 13 parks and wilderness camping opportunities are available in six others. The Forest Service manages 57 recreation sites which contain approximately 340 campsites. There are 44 commercial campgrounds which have 1,698 sites. The level of services vary from very basic or rustic (e.g. table, fire pit, pit toilet) found at Forest Service and backcountry sites, to fully developed sites (e.g. piped water, flush toilets, sewage disposal tanks) found at commercial campgrounds and in some Provincial parks.

2.3.2.4 Recreational Boating

The Upper and Lower Arrow Lakes (210 km long) and Kootenay Lake (110 km long) have long been attractive to both residents and visitors for recreational boating. Situated in long valleys surrounded by mountains, the lakes are ideal for boating vacations because of the long cruising distances, the scenic shoreline to be explored, and because they can easily accommodate large boats (e.g. 16-30 feet).

One study estimated that 16% of all households in the West Kootenay Region own a boat, totalling approximately 1,900 vessels.[2)] More than half the boats are 16 feet or longer, and the average size is increasing, especially in the 21-30 feet class. There are private, municipal and federal government marinas which together offer 531 berths for resident boaters and 128 berths for transient boaters. As well, boat launches and related camping and day-use facilities are provided by the Provincial Parks Branch, the B.C. Forest Service, and by B.C. Hydro on the Arrow Lakes.

The suitability for boating and shoreline related activities on the Arrow Lakes has declined since the formation of the reservoir behind the Keenleyside Dam at Castlegar. The reservoir is subject to draw-downs and there is floating debris which creates problems related to visual appeal, boating safety and access to shoreline. However, one important objective of the Parks expansion projects (Section 2.3.2.2), is to make the shoreline more attractive and accessible during low water conditions. Thus with appropriate design and management, these negative aspects can be partially mitigated and suitability for recreational boating improved.

In summary, the Kootenay and Arrow Lakes' inherent beauty and suitability for boating combined with the existing marina facilities, particularly with the Parks Branch plans for the freshwater marine access park systems, will greatly enhance the Region's role as a destination area for extended boating vacations.

2.3.2.5 Special Active Tourism/Recreation Activities

The rugged landforms and the variety of land and water interfaces provide opportunities for a considerable variety of active pursuits of interest to tourists. Some of the activities include canoeing/ kayaking, heli-skiing, snow cat skiing, mountain hiking, and mountaineering.

There are no major water routes for extended canoe trips as most of the major rivers are harnessed for hydro electric production. The remaining popular canoe routes are: the meandering Kootenay River south of Kootenay Lake which has excellent wetland and waterfowl habitat; the Slocan River offers a one-day trip with some white water; and the Kettle River also offers a one-day trip through a pleasant pastoral landscape.

There are a number of firms that offer superb powder snow heli-skiing in the high peaks and glaciers of the Monashees, Selkirks and Purcell Mountains including the internationally famous Bugaboos in the Alpine Recreation Area in the northwest part of the Region. The good winter recreational capability is also utilized by several commercial ventures such as regional/local alpine ski areas (Whitewater, Red Mountain, Phoenix ski areas) sno-cat skiing (Morning Mountain), nordic mountain powder ski touring (Kokanee Alpine Skiing).

Small scale commercial guiding operations are offered for small groups in Kokanee Glacier Park, Fry Creek Canyon, the Valhalla Range, Slocan Valley and the Fane Coney Pass through the Purcell Wilderness Conservancy. The peaks and ridges provide many challenging areas for mountaineering. The most popular areas are the Valhalla Range, Kokanee Glacier Park, and the Bugaboo Alpine Recreation Area.

The Region is not as famous as the neighbouring East Kootenays for big game hunting as the variety and numbers of large ungulates are less. Only one-sixth of the registered guide outfitters in the Kootenay Resource Management Region operate in the Kootenay Boundary Tourism Region.

The Region offers a wide variety of active and passive, land and water-based outdoor recreation activities during all four seasons. There is considerable potential for the development of commercial ventures to enable tourists to enjoy the many activities the Region has to offer.

2.3.2.6 Geothermal Resources3)

There are a considerable number of hot springs in the Region with greatly varying degrees of development, heat and flow characteristics and useability. Several springs have been lost with the drowning of the Columbia River Valley by the Arrow Lake reservoir.

Halcyon Hot Springs (which formerly supported a hotel), Halfway River and St. Leon Creek hot springs, all three north of Nakusp, have good quality flow and temperature characteristics but are undeveloped.

The hot springs near Nakusp are within a Provincial Park and have three man-made pools. There are three (and perhaps more) in the vicinity of Fauquier but temperature and flows are limiting factors.

Kootenay Lake also has several springs including Ainsworth hot springs which supports a small resort with a cave pool and a man-made pool. There are some cold mineral springs near Kaslo and two small hot springs up the Fry Creek Canyon on the east side of the lake.

2.3.3 Accommodation

Organized data on accommodation is mainly derived from two sources: the annual accommodation directories prepared by the Province through the Tourism Ministry and from statistics kept by the Parks and Outdoor Recreation Division. The accommodation directory, while invaluable, only records "tourist quality" facilities and moderately underestimates supply since not all tourist facilities are recorded in the directories.

2.3.3.1 Supply of Tourist Accommodation

Tables 1 and 2 show the amount of tourist accommodation available by type and area within the Region for 1979. A similar analysis for 1971 indicates that the number of tourist establishments has increased overall by five per cent between 1971 and 1979. Roofed accommodation establishments decreased by three per cent while campgrounds increased by 62% during the same period. The largest per cent increase in number of establishments occurred in the Kootenay Lakes Area (16%). The greatest actual increase in number of establishments occurred in the Kootenay Lake Area as well (from 44 to 51).

While establishments increased slightly, the total number of tourist accommodation units increased by 25% between 1971 and 1979. Campsite/trailer sites accounted for 78% of this increase while roofed accommodation units increased by only five per cent. The largest per cent increases in accommodation units occurred in Kootenay Lakes area (52%), followed by the Arrow Lakes area (44%). The only area which experienced a per cent decrease in number of units was the Monashee Mountains landscape/planning unit (7%). The greatest actual increases in accommodation units occurred in the Kootenay Lakes (from 968 to 1,472). The average number of units per establishment offering roofed accommodation has increased from 15 units in 1971 to 16 units in 1979. Average campground size increased from 35 to 38 sites during the same period.

TABLE 1

TOURIST ACCOMMODATION BY TYPE:
KOOTENAY-BOUNDARY TOURISM REGION 1971-1979

Type	ESTABLISHMENTS Number	%	% Change 1971-1979	UNITS Number	%	% Change 1971-1979	Average Units Per Establishment
Hotel	14	9.9	- 22.2	502	13.2	- 10.4	36
Motel	64	45.0	- 4.5	944	24.9	11.7	15
Cottage	11	7.7	- 8.3	64	1.7	- 5.9	6
Resort	10	7.0	150.0	84	2.2	110.0	8
Lodge	1	0.7	0	16	0.4	100.0	16
H/F Camp	1	0.7	- 50.0	3	0	- 82.3	3
Sub-Total	101	71.1	- 2.9	1,613	42.6	4.9	16
Commercial Campground	44	31.0	63.0	1,698	44.8	-70.7	38
Public Campground	11	7.7	57.1	408	10.8	119.4	37
Sub-Total	55	38.7	61.8	2,106	55.6	78.3	38
Miscellaneous*	2	1.4	- 71.4	70	1.8	- 77.3	35
TOTAL	142	-	- 5.2	3,789	100.0	25.2	27

* Miscellaneous includes other forms of accommodation plus unclassified facilities.

Note: The establishment column does not add up to the total as some establishments offer more than one type of accommodation and are thus double counted.

Source: Tourist Accommodation, British Columbia, Ministry of Tourism, 1979.

TABLE 2

TOURIST ACCOMMODATION BY AREA: KOOTENAY BOUNDARY TOURISM REGION 1979

Landscape Unit	ESTABLISHMENTS			UNITS										
				Hotel, Motel Resort, Lodge		Cottages F&H/Camps		Campsites		Misc.		Total		
	No.	%	% Change 1971-1979	No.	%	No.	%	No.	%	No.	%	No.	%	% Change 1971-1979
Kettle/ Christina Valleys	4	2.8	- 20.0	11	0.7	-	-	88	4.2	-	-	99	2.6	41.4
Monashee Mountains	29	20.4	0.0	254	16.4	3	4.5	585	27.8	-	-	842	22.2	- 7.3
Arrow Lakes Valley	12	8.5	33.0	89	5.8	10	14.9	235	11.2	-	-	334	8.8	64.5
Rossland/ Bonnington Ranges	22	15.5	- 8.3	384	24.8	-	-	183	8.7	-	-	567	15.0	11.4
Slocan/ Selkirk Mountains	5	3.5	0	63	4.1	-	-	22	1.0	-	-	85	2.2	19.7
Duncan Lake/ Purcell Mnts.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kootenay Lake	51	35.9	16.0	479	31.0	54	80.6	869	41.3	70	100.0	1,472	38.8	52.0
Creston Valley/ Moyie Ranges	19	13.4	0	266	17.2	-	-	124	5.9	-	-	390	10.3	31.0
TOTAL	142	100%	5.2	1,546	100%	67	100%	2,106	100%	70	100%	3,789	100%	25.2

Source: Tourist Accommodation, British Columbia, Ministry of Tourism, 1979.

Twenty-three per cent of accommodation establishments were built in the last decade (1970 to 1978) while 41% of accommodation establishments are over 20 years old. However, a 12% decrease in the rate of construction of accommodation establishments has occurred between the 1960s and 1970s.4)

An analysis of building permits granted for construction or expansion of accommodation establishments indicates that only ten per cent of accommodation units were built between 1971 and 1978. Forty-eight per cent of these new units are located in the Arrow Lakes Valley unit, 39% are in the Rossland/Bonnington Ranges units while the remaining 13% are located in the Kootenay Lake (10%) and Monashee Mountains (3%) landscape units.

B.C. Research data on year of purchase indicates that there has been a 17% turnover of ownership of accommodation facilities in this region between 1972 and 1978.5)

2.3.3.2 Occupancy

Annual motel and resort occupancy in the Region was approximately 56% in 1979, a five per cent increase over the past two years. This occupancy level is about 10% lower than the provincial average. The number of available room nights has remained constant over the same period.6)

The average provincial park campground occupancy rate decreased by five per cent between 1977 and 1978, from 50% to 45% although it remained at the 1976 rate which was also 45%. This is probably due to the fact that the number of available campsite nights increased by 24% in 1978 but decreased by 20% between 1976 and 1977.

The provincial campground in the Slocan/Selkirk Moauntains unit has a high average rate of occupancy of 66%, an 18% increase since 1977, due perhaps to a 16% increase in available site nights. The public campground in the Rossland/Bonnington Ranges unit has a low average rate of occupancy of 26%, a 10% decrease from the 1977 rate, due perhaps to a 34% increase in the number of available site nights.[7)]

There is no readily available information as to occupancy rates for commercial campgrounds.

2.3.3.3 Seasonality

Approximately 36% of occupied room nights occur in the summer season. The fall accounts for another 24% while the spring and winter seasons account for 21% and 19% of occupancy respectively. This pattern is constant throughout the Region.[8)]

Over half of the provincial campgrounds in this Region open as late as June and close as early as the end of August. The remainder (in the Kettle/Christina Valleys) open only a month earlier and in some cases stay open a month later. Occupancy peaks noticeable in July and August in all of the region's public campgrounds.[9)]

2.3.3.4 Source

Tourists provide about 70% of occupied room nights in motels and resorts. Long term rental accounts for 18% while commercial and crew occupancy are seven per cent and five per cent respectively. There is not enough available information to undertake a breakdown by landscape unit for these figures.[10)]

Public campgrounds are utilized exclusively by tourists. Private campgrounds however, often accommodate work crews and long term tenants. There appears to be little readily available data on private campgrounds in this Region.

2.3.4 Transportation Modes and Corridors

Accessibility to a tourism attraction or facility is of major concern to both the tourist and the tourism facility operator. A person must be able to readily get to both the area in which the tourism facility is located and to the facility itself for it to be attractive to most tourists. The following describes the major and some of the minor transportation facilities in the Kootenay Boundary Tourism Region.

2.3.4.1 Roads and Highways

The Kootenay Boundary Tourism Region is quite mountainous with two ranges running through it. As a result, roads have had to be built where routes were most feasible. Many of the roads in the Region run parallel to lakes and rivers, making them very scenic.

Most of the traffic travelling into and out of this Region does so via Highway 3. There is very little movement in or out of the Region from the north.

Highway 6

Highway 6 runs eastward from Vernon in the Okanagan/Similkameen Tourism Region across Lower Arrow Lake by ferry and northward to Nakusp. From that point, it travels southerly through various centres, including Nelson, to Highway 3 and then to the Washington State Border. Northern portions of the route are lightly travelled with heavier traffic occurring south of Nelson.11)

Highway 23

Highway 23 runs south from Revelstoke, crosses Upper Arrow Lake by ferry and continues southerly to meet Highway 6 at Nakusp. It is a very lightly travelled route.12)

Highway 3

Highway 3 is the main east-west route in the Region. It runs from Hope to the Alberta Border through the southern portion of the Province. There are two main border crossings to the United States in this Region. Both are serviced by Highway 3. One is just east of Grand Forks where Highway 3 joins with Washington State Highway 395 which leads to Spokane. The other is at Kingsgate where Highways 3 and 95 join with Idaho State Highway 95.

Highway 3A

Highway 3A loops from Highway 3 at Castlegar north through Nelson, across the ferry at Kootenay Bay, and south to rejoin Highway 3 at Creston. The route is fairly heavily travelled between Castlegar and Nelson with lighter traffic from Nelson to Kootenay Bay and very light traffic from Kootenay Bay to Creston.[13)]

Other Roads

Other routes in the Region which are lightly travelled secondary routes include: Highway 31, a partly gravel and partly paved road running from Highway 3A at Balfour to Highway 23 at Galena and Highway 31A, a paved road running from Kalso on Highway 31 to New Denver on Highway 6.

2.3.4.2 Scheduled Buses

The main carrier operating scheduled buses in the Kootenay Boundary Tourism Region is Greyhound Lines. There is only one route offered by them in this Region. It is a route running west from

Calgary which follows Highway 3 to Salmo, runs north along Highway 6 to Nelson and then follows Highway 3A to Castlegar where it rejoins Highway 3 and continues west to Vancouver. Service is offered several times per day on this route. A public, city run bus service is provided in the city of Nelson.

2.3.4.3 Rail Service

The Kootenay Boundary Tourism Region is not serviced by passenger trains. The closest available rail service is offered by VIA Rail. This service is provided daily between Calgary and Vancouver with stops at Revelstoke and Salmon Arm, north of the Region.

2.3.4.4 Air Service

Major air service within the Kootenay Boundary Tourism Region is provided at Castlegar; flights arrive via Penticton, Kelowna and Cranbrook as well as direct from Vancouver and Calgary respectively.

The only major carrier flying into Castlegar is Pacific Western Airlines which generally offers daily service to B.C. centres, Calgary and Edmonton with limited weekend service.

Air facilities do exist at various other locations in and around the Region. Details of ground facilities at the various locations are available from the British Columbia Aviation Council.

International flights to the area must come through Vancouver or Calgary, while international service is also available at the U.S.A. city of Spokane to the south.

2.3.5 Tourist Service Centres

The travelling public has need of various tourist services which, depending upon the origin and sophistication of the traveller, can include: airports, customs clearance, public transportation, vehicle rentals, accommodation, licensed restaurants, grocery stores, fast food outlets, entertainment, gas stations, automotive repairs, tourist information and health care facilities. Since the complete assortment of these services can only be found in the very largest provincial centres, and the availability of detailed data is very limited, an assessment of only five categories of services has been developed for the communities within the Kootenay Boundary Tourism Region. These services: accommodation, tourist information centres, food services, automotive services and hospitals, are presented by landscape/planning unit and urban community in Table 3.

Accommodation includes both roofed (hotel, motel) facilities and campground/trailer parks; the emphasis in this category is on availability and choice -- hence, number of establishments. In Section 2.3.3 accommodation is discussed in greater detail using 1971 and 1979 data. Most of the data in Table 3 is derived from the 1980 provincial tourist Accommodation and Campground Directory, although it is recognized that not all accommodation is recorded in this Directory. With regards to food services, there is no comprehensive guide which lists all restaurants by type (i.e. licensed, family, fast food) and other food outlets such as grocery stores, although broad totals on number of establishments is published annually. In addition, tourism studies, community plans and economic profiles which have been completed within this Region has also been consulted. Tourist information refers to staffed tourist booths, many of which operate only in the peak tourist season. Automotive services generally refer to service stations offering fuel, towing and some level of basic repairs, particularly in communities

TABLE 3

TOURISM SERVICE CENTRES: KOOTENAY BOUNDARY TOURISM REGION - 1980

Landscape Unit	Urban Centre	Population 1976 Census 1)	Tourist Service Availability				
			Accommodation 2)	Tourist Information 3)	Food Service 4)	Automotive Service 5)	Hospital 6)
Kettle / Christian Valleys	-	-	-	-	-	-	-
Monashee Mountains	Greenwood	931	3M	Yes, summer only, operated by Museum	Yes, minimal	Yes	Yes
	Grand Forks	3,096	8M, 2H, 3C	Yes, Year round C of C & summer only-Museum	Yes	No, BCAA	Yes
Arrow Lakes Valley	Nakusp	1,415	3M, 3C	Yes, C.of C, summer only	Yes	Yes	Yes
	Castlegar	6,255	4M, 1C	Yes, year round, C of C plus summer booth	Yes	Yes	Yes
Rossland / Bonnington Ranges	Rossland	3,716	3M	Yes, summer only	Yes	Yes	Yes
	Trail	9,976	3M, 1M&C	Yes, year round C of C, plus summer booth	Yes	Yes, only AARS in Tourism Reg.	Yes
	Salmo	1,100	2M, 1M&C, 1C	Yes, summer only	Yes, minimal	Yes, not BCAAapp.	-
Slocan / Selkirk Mountains	New Denver	655	1M	No, under development	Yes, minimal	No, BCAA	Yes
Duncan Lake / Purcell Mountains	-	-	-	-	-	-	-
Kootenay Lake	Nelson	9,500	3H, 7M, 1C	Yes, year round C.of C	Yes	Yes	Yes
	Kaslo	900	2M, 1L, 3R&C	Yes, summer only, May to October	Yes, minimal	No, BCAA	Yes
Creston Valley / Moyie Ranges	Creston	3,552	14M, 1H, 2C	Yes, year round, C.of C	Yes	Yes	Yes

TABLE 3 CONTINUED

TOURISM SERVICE CENTRES: KOOTENAY BOUNDARY TOURISM REGION - 1980

Landscape Unit	Urban Centre	Population 1976 Census 1)	Tourist Service Availability				
			Accommodation 2)	Tourist Information 3)	Food Service 4)	Automotive Service 5)	Hospital 6)

FOOTNOTES:

1) 1976 Census, Statistics Canada, except for New Denver which is a 1978 figure from A Tourism Strategy for the Slocan Lake Area, The University of Calgary, Faculty of Environmental Design, December 1979, Kaslo (1979 assumed population noted in Village of Kaslo Official Community Plan), and Nelson (1978 estimate in City of Nelson Official Community Plan Draft).

2) Accommodation & Campground Directory, British Columbia, 1980, Ministry of Tourism.

3) Kootenay Boundary Visitors Association, June 1980.

4) Figures by type of establishment & urban centre are not published. But the 1979 Ministry of Health figures for approved food establishments include:

HEALTH UNIT	NO.
West Kootenays	174

Supplied by the Restaurant and Food Association of B.C., May 1980.

5) Emergency Road Service Directory, British Columbia Automobile Association, January 15, 1980, & Approved Auto Repair Services, British Columbia Automobile Association, 1980.

6) British Columbia Health Association, January 15, 1980 - Member List. Only acute care facilities with emergency services were considered.

which have representation by organizations such as the British Columbia Automobile Association, used extensively by tourists. The availability of emergency health care and its distribution within the Region is the concern behind the hospital location data.

In the Kootenay Boundary Tourism Region, Nelson is the dominant tourist service centre offering a range of accommodation, quality and interesting food facilities, year-round tourism information and the headquarters for the Region's tourism association, the Kootenay Boundary Visitors Association. However, Castlegar is rapidly replacing Nelson as the key tourist service centre as it is the only community served by scheduled inter-regional flights with direct connections to Calgary and Vancouver, some flights via Penticton. Castlegar also has year-round tourist information supplemented in the summer, a highway location central to many of the larger communities and tourist attractions, and an amenity base which could improve, recognizing its location on Lower Arrow Lake. Trail is currently the third major tourist service centre but is in a difficult position as the recent rerouting of Highway 3 to Castlegar makes Castlegar a more obvious centre. In addition, Trail's industrial character does not encourage tourist service development. Grand Forks is important as a tourist service centre in the west of the Region, while Creston serves the east entry route. Both communities offer good tourist information and accommodation for their size. In the northern parts of the Region, Nakusp and Kaslo are small but important tourist service centres, especially for summer trade, while New Denver is the key community in the Slocan. All of these communities are relatively small and offer modest services for back-road travellers.

In the Kootenay Boundary Tourism Region the majority of key tourist service centres are concentrated in the southern, more accessible and populated part of the Region, with Nelson, Castlegar and Trail all being in especially close proximity. The remainder of the Region is adequately served for summer travel but offers minimal year-round capability. A few of the landscape planning units such as the upper parts of the Kettle/Christina Valleys unit are poorly served although a road winds the length of the unit. Other areas such as the majority of the Monashee Mountains and Duncan Lake/Purcell Mountains units are essentially unsettled and have no normally recognized services for tourists. By landscape/ planning unit, Kootenay Lake unit followed by the Rossland/ Bonnington Ranges and Arrow Lake units have the highest level of currently available tourist services.

2.4 Human Resources

2.4.1 Introduction

The following paragraphs describe the demographic and socio-economic character of the Region. Trends in population and income growth as well as in the makeup of the labour force are considered in terms of their implications for the tourist industry. The socio-economic character of the Region is also reflected in the events and attractions which are offered. These are described in the third part of this section.

2.4.2 Regional Demography

Table 4 summarizes the demographic characteristics of the Kootenay Boundary Tourism Region which includes the Regional Districts of Kootenay Boundary and Central Kootenay. In 1976 the population of the Region was 80,667 and is currently estimated to be about 82,000 to 83,000. Major centres of population are: the cities of Castlegar (1976 population = 6,255), Nelson (9,235), and Grand Forks (3,096). Creston (3,644) and the Trail-Rossland-Warfield area (total population 15,664). In 1976, 34,010 persons or 42% of the population lived in unicorporated areas.

TABLE 4

DEMOGRAPHIC CHARACTERISTICS:

KOOTENAY-BOUNDARY TOURISM REGION, 1971-1976

	Value			
Characteristics	1971 (A)	1976 (B)	Percentage[1] Change over 1971 (C)	Index[2] (D)
Population (000)[3]	76.2	80.7	5.9	46
Age Distribution %[3]				
Under 15 years	28.4%	24.6%	(7.9)	102
15-64 years	62.1%	64.7%	11.0	98
65 years & over	9.5%	10.7%	21.0	109
Average Family Size[3]	3.5	3.3	-	100
Percentage of population 15 and over having Grade 11 or more education[3]	46.0%	55.5%	34.6	88
Average Real Income[4] (1971 dollars)	$5,869	$7,362	25.4	97

Notes:

1. Percentage change refers to changes in the numerical values of all components rather than changes in percentage distribution.
2. Index (D) compares 1976 regional values in Column (B) to the provincial average except for the population index which compares population growth (Column C) with that of the province. (B.C. = 100).
3. Central Statistics Bureau, Ministry of Economic Development Census Data by Tourism Region, Special Printout; unpublished; (Victoria, 1979).
4. Revenue Canada, Taxation Statistics (Ottawa, 1972 edition and 1978 edition). Average income per tax return expressed in 1971 dollars using Consumer Price Index, 1971 = 100.

The Region has experienced a decline in the population under 15 and a slight increase in the proportion of the population age 65 and over. Distribution of the population by age group is close to the provincial average and the average family size is the same as for British Columbia as a whole. Average level of education is growing but is still well below the provincial average. Average income has grown rapidly in the Region and now approaches the provincial average.

2.4.3 Economic Activity

Table 5 summarizes the employment and unemployment situation in the Kootenay-Boundary Tourism Region and its constituent regional districts.

The Central Kootenay Regional District (CKRD) had a 1976 population of 48,914. Nelson is the major service-commercial centre of the regional district (1976 population: 9,235). Forestry including forest products manufacturing is the major primary industry in the Central Kootenay Regional District. There are several sawmills in the area: Castlegar has a sawmill and pulp mill. Mining has played an important role in the past and future development is possible if world metal markets regain strength.

Kootenay Boundary Regional District (KBRD) had a 1976 population of 31,721. Its economy is dominated by the Cominco Ltd. industrial complex at Trail. Cominco, a leading producer of lead, zinc, and other metals as well as fertilizer and sulphuric acid, employed an estimated 18% of the Region's labour force in 1977. Trail with a 1976 population of 9,980 is also the leading commercial centre of the Region. There is some forestry, agriculture and mining, particularly in the Grand Forks-Greenwood area. Although primary industries do not employ a large percentage of the labour force directly, the forest products industry plays a significant role in the Region's economy.

TABLE 5

EMPLOYMENT BY ECONOMIC ACTIVITY, 1979

Location	Major Sources of Economic Activity														
	Level of Unemployment	Agriculture	Forestry	Fishing	Mines, Quarries & Oilwells	Forest Products Manufacturing	Other Manufacturing	Construction	Transportation, Communication, & Utilities	Trade	Finance, Insurance and Real Estate	Health, Education and Welfare	Tourism	Other Services	Public Administration and Defence
Central Kootenay R.D.	B	-	M	-	m*	M	m	m	M	M	-	M	m*	-	-
Kootenay Boundary R.D.	B	-	-	-	m	m	M	-	m	M	-	m	m*	m	-
Total Kootenay Boundary Tourism Region	B	-	m	-	m*	M	M	m	M	M	-	M	m*	m	-

Notes: B = Below Average
A = Average
H = Above Average
S = Severe

m = Minor source of employment (5-10% of employment)
M = Major source of employment (over 10% of employment)
* = Planned or anticipated major new development

Sources: Regional District of Kootenay Boundary Economic Profiles, September, 1979.

Estimates by Regional District of Central Kootenay and Employment and Immigration, Nelson Canada Employment Centre.

Tourism is an important and growing sector of the economy throughout the Kootenay Boundary Tourism Region. Fresh water sports, hunting, skiing and mountain scenery are among the attractions. Improved highway access through Nelson from the north is expected to enhance the city as a popular destination area.

Two major construction projects are currently underway in the area: the B.C. Hydro Seven-Mile Dam Project at Trail and a major plant modernization at Cominco. These projects will have a major impact on employment in the construction industry over the next five years but will not provide many permanent jobs. The diverse economy will continue to ensure a relatively low unemployment rate but growth is expected to continue at a slow rate over the next five years.

2.4.4 Events and Attractions

The existing events and attractions in the Kootenay Boundary Tourism Region illustrate clearly the current level of tourism development. Generally, the Region's strength is in natural resources although man-made attractions are an important supplement. The Region is known for spectacular scenery, fishing, building and mining heritage, hydro-electric development, its cultural and ethnic strengths and skiing of all sorts.

From a natural attractions perspective, the major features of this Region are the several mountain ranges and lake-filled valleys which create superb scenery, a major drawing card. Specific mountain areas as found in the Purcell Wilderness Conservancy, the Kokanee Glacier Park and the Bugaboo Alpine Recreation area offer fine year-round outdoor recreation. Other mountain areas offer a wide range of skiing activities including alpine, cross-country, heli and snow-cat skiing; Red Mountain is the most developed ski area to date. Several major hiking trails, among them Dewdney and Hamill Pass, offer further backcountry recreation. Of the numerous lakes, Kootenay Lake is renowned for its fishing, Christina for its warm waters and the Arrow Lakes for their connection by navigational locks to the United States. Sport fishing, especially for various species of trout, is important in many of the lakes. The Region also offers two developed hot springs at Nakusp and Ainsworth, the Cody Caves, orchards and waterfowl viewing near Creston. Mine-sites, including abandoned or historic mines, provide special interpretation, the Le Roi Mine at Rossland being the best known.

Man-made attractions are distributed primarily along the road corridors, especially along Crowsnest 3 from Rock Creek east to Yahk, Highways 23 and 6 including Nakusp and the Slocan and along Kootenay Lake. Heritage preservation and presentation is a strong feature of the Region, there being many museums, two restored ferries, ghost towns including Sandon and Trout Lake City, individual heritage buildings in Rossland, Kaslo, Grand Forks and Greenwood and the City of Nelson with over 370 heritage buildings. The Region also is strong in cultural attractions offering several cultural centres, art galleries, crafts and the Kootenay School of Art at Selkirk College. The Doukhobor Village at Castlegar presents several decades of the Doukhobor lifestyle, while more individual interpretation of Doukhobor and Japanese culture can also be found in some of the small centres.

The West Kootenays are also known for their hydro-electric development, with dams in place which span fifty years of construction, the Seven Mile Dam being the newest. Industrial tours are also available, with Cominco's plant at Warfield near Trail being the best attended.

Golf is also important, there being two championship quality courses, one at Castlegar and the other at Kokanee Springs.

Some new and enlarged attractions are now under discussion around the Region. They include: further development of Red Mountain ski area at Rossland; master planning for White-water Ski area near Nelson; upgrading of Ainsworth Hot Springs; development of the Halcyon Hot Springs north of Nakusp; a major heritage conservation program in Nelson including the restoration of the Capital Theatre as a possible performing arts centre; further development of the David Thompson summer school of the Arts; fish enhancement programs at Redfish Creek and Inonoaklin; improvements to the Arrow Lake Reservoir; recreation possibilities from the forthcoming Murphy Creek dam near Trail; expansion of the resort complex at Kokanee Springs on the east side of Kootenay Lake; the proposed Woodbury Creek Resort on the west side of Kootenay Lake; the Slocan Lake Campground and Resort; a visual and performing arts centre complex in Trail and expansion of Kootenay helicopter skiing to Nakusp and Balfour, as well as Nelson.

As a result of the Province's Funfest program for 1980, events have received more prominence than usual, resulting in increased scheduled events. The events which were available in the Region in 1980 can be categorized as follows: a range of festivals (winter, spring, summer, cultural), cultural events (dancing, art schools, ethnic games); fall and country fairs; rodeos; craft and hobby shows; loggers' sports; equestrian events (horse-shows, gymkhanas); specialty participative sports (golf, curling, ski races, regattas, raft races, fishing derbies, dog sledding). The mine rescue competition at Nelson is one of the more unusual events, while Creston has chuckwagon and chariot races. The summer curling bonspiels in Nelson are very popular, as are the summer and winter festivals. Generally, for their type and size, many events in the area are well attended.

Within the Region, the Kootenay Lake landscape planning unit has the strongest combination of events and attractions.

2.5 Heritage Resources

The Region has played a relatively important role in the development of the province and has historical elements dating from the Native Indian, fur trade/exploration, gold rush and pioneer settlement periods. However, the strongest representation is from the resource development historic theme.

Little information about the Native Indian history of the Region was available to the study team. The Native Indian heritage of the province was more fully examined in a separate TIDSA funded study. The area was occupied by Interior Salish tribes with Kootenay Lake marking the boundary between these tribes and the Kootenay Indians. Both groups were nomadic hunters and gatherers. A notable development within the Region was the "sturgeon-nosed" canoe, a design quite unlike anything else in North America.

The first white man in the Region was David Thompson, the famous fur-trader and geographer who explored the Columbia River between 1808 and 1811. The Region remained the domain of fur-traders and Indians until the discovery of placer gold in Rock Creek brought a shortlived influx of several hundred prospectors in 1860.

It was the search for and exploitation of the tremendous mineral wealth that brought people into the West Kootenays and, through numerous cycles of boom and bust, greatly influenced the character of the Region to this day. In 1887, copper-silver ore was discovered near Nelson and copper-gold ore near Rossland that started the "hard rock" mining boom of the Boundary Country and the Kootenay Country.

Copper was first discovered in the 1880s but mining did not occur until much later. The first big change occurred in 1890 with the discovery of rich silver-lead-zinc veins in the Slocan Lake area creating a "silver rush". Prosperous towns sprang up along the road from Kaslo to New Denver with concentrators and the ubiquitous saloons and hotels, e.g Sandon, Cody, Three Forks, Zincton and Retallack. The Kaslo and Slocan Railway was constructed to haul out the ores. Most of the mines closed during the 1930s and 1940s, a few lasting into the early 1950s. The towns and rail line were abandoned and only the deteriorating remnants of ghost towns remain.

At the turn of the century, the Boundary Country mineral boom was well underway, supported by a railroad building boom as the C.P. and Great Northern rail lines were extended eastward along the U.S. border. Cascade, Niagara, Eholt, Brooklyn, Gladstone sprang up as supply towns supported by some mining and logging. In 1895, copper mines were opened at Phoenix and in 1896, smelters were erected at Greenwood, Grand Forks and Boundary Falls. The former two towns remain today, however, smelter ruins and slag heaps are all that are left of Boundary Falls. With all the activity in this Region and the coalfields of the East Kootenays and Vancouver Island, mining was by far the most important sector of the provincial economy and by World War I, the Boundary Country was the largest copper producer in the British Empire.

By 1919, the bottom had fallen out of the copper market as a result of the post-war depression and the mines and smelters closed down. By 1920, the people had all moved away and many buildings were dismantled. Greenwood, Grand Forks and Midway managed to continue as local service centres for agriculture and railroad activities supported by the opening of sawmills which are the economic mainstays even today.

Many of the old ghost towns have disappeared through fire, flood and vandalism, although the numerous sites could be interpretive centres as part of the geology and mining theme that could be integrated along the Crowsnest Highway 3. The ghost towns clustered east of New Denver, especially Sandon, also could be of considerable interest if some of the remaining buildings were stabilized and the history suitably interpreted. Several of the surviving towns notably Greenwood, Kaslo and Nelson have undertaken architectural heritage restoration projects to protect turn-of-the-century buildings, thereby retaining town character. The residents of the Region have demonstrated their attachment to their heritage as there are 16 museums in 11 communities. Nelson is quite remarkable for an interior city, as it has the largest concentration of heritage structures outside of Victoria and the Lower Mainland. There are about 360 such buildings of both residential and commercial types. Promotion of the developing cultural and handicraft elements when tied to the heritage resources could provide the city with a valued tourism attraction.

Transportation elements were also of vital importance to regional development. The Dewdney Trail constructed from Hope to Fort Steele during the 1860s was an important accomplishment. The railway construction boom that followed the mineral discoveries is worthy of note as it was vital for provincial economic development. The fleets of sternwheelers that plied the lake systems are also of interest.

One of the most distinct cultural groups to settle in B.C. were the Doukhobors. They first established themselves in the West Kootenays in 1908 and by 1910, 3,000 of them had arrived from Saskatchewan. They developed their distinctive communal villages, farms and local industries (brickmaking, saw and flour milling). They have established the Doukhobor Historical Society Museum and Village near Castlegar and the Cultural Centre (including Peter Verigin's Tomb) at Brilliant. There are also local Doukhobor museums and communal homes near Grand Forks that are also open to the public.

In summary, the heritage resources of the Region are most strongly representative of the resource development theme, particularly the hard rock mining elements. There exists considerable potential for developing themed interpretive tours in the Region using old mines, abandoned smelters, ghost towns and local/regional museums in centres like Greenwood and New Denver. The architectural heritage of several of the Region's towns and cities, particularly Nelson, have good tourism attraction potential when combined with cultural and recreational amenities nearby.

2.6 Summary and Assessment of Tourism Resources

As outlined in the methodology, the landscape/planning units were defined and mapped for the Region and an inventory of the natural resources was completed. In previous sections of this chapter, other pertinent tourism resources were examined such as recreational lands and facilities, accommodation, transportation, events and attractions, population characteristics and historical resources. Based on this research, the planning team analysed the resources of each landscape/planning unit and the existing travel corridors to determine those areas with the highest capability for tourism in the form of natural, physical, human and historical assets.

The analysis was conducted using an Evaluation Matrix in which various tourism elements of the four major resource divisions (natural, physical, human, historic) within each of the eight landscape/planning units and adjacent to the travel corridor were assessed. The elements were then assigned a value ranging from 0 to 3 with 3 being the highest value received denoting an abundance and high quality of a particular asset. In this manner, within each corridor or landscape/planning unit, the comparative abundance or scarcity of the natural physical, human and historical resources could be identified. For example, the Slocan/Selkirk Mountains unit has considerable natural resource assets but a low level of development of the human and physical resources. Comparisons can also be made between units and corridors for each of the four resource divisions so that the totals for specific types of resources can be compared to see which has greater potential for development of attractions based on a given resource.

For summary purposes, the landform units and corridors with the highest scores for each tourism resource type are listed in Table 6.

TABLE 6

SUMMARY EVALUATION OF HIGHEST RANKED LANDSCAPE/PLANNING UNITS AND TRAVEL CORRIDOR BY KEY TOURISM RESOURCES

Landform/Planning Units with	Travel Corridor with
Best Natural Resources	**Best Natural Resources**
1. Kootenay Lake	1. Highway 3/3A
2. Rossland/Bonnington Ranges	
3. Slocan/Selkirk Mountains	
Best Physical Resources	**Best Physical Resources**
1. Kootenay Lake	1. Highway 3/3A
2. Arrow Lakes Valley	
3. Rossland/Bonnington Ranges	
Best Human Resources	**Best Human Resources**
1. Kootenay Lake	1. Highway 3/3A
2. Rossland/Bonnington Ranges	
3. Arrow Lakes Valley and Monashee Mountains	
Best Historical Resources	**Best Historical Resources**
1. Kootenay Lake	1. Highway 3/3A
2. Arrow Lakes Valley Rossland/Bonnington Ranges Slocan/Selkirk Mountains	

The eight landscape/planning units, with their combinations of topographic, biotic and climatic characteristics provide an impressive scenic setting and a broad range of extensive and intensive tourism/recreation opportunities. The mountain ranges, valleys, rivers and lakes provide the basis for activities ranging from mountaineering, backcountry hiking and auto camping to boating, fishing and swimming in the warm weather season and alpine, cross-country and heli-skiing in the winter season.

The 3 top-rated landscape/planning units were quite close in their total scores. All had both water and land-based capability denoting a considerable variety of activities available for visitors. The Kootenay Lake unit has excellent water-based capabilities and a good summer and shoulder season climate. There are also considerable land-based activities of an extensive nature that can take place in the backcountry areas. (The Arrow Lakes Valley unit is also similarly endowed with water and land-based recreational opportunities, however, the water fluctuations of the reservoir create difficulties for tourism use). The Rossland/Bonnington Ranges landscape unit has virtually a complete range of summer and winter land-based recreational opportunities. The Slocan/Selkirk Mountains unit has both land and water-based recreational capabilities. There is excellent capability for summer and winter extensive activities in the mountains surrounding Slocan Lake while the Lake provides water-based opportunities, although use is somewhat constrained by cold water temperatures.

The other landscape/planning units are generally less well-endowed with water-based recreational capabilities than the top 3 ranked units with the exception of the Christina Lake area, although the winter and summer land-based capabilities are generally quite high.

With regard to developed physical resources, Kootenay Lake, the landscape/planning unit with the longest period of settlement, ranks the highest. The unit has the largest supply of accommodation, convention facilities, a good number of water-based resorts and marinas and excellent scenic viewing opportunities. Somewhat down the scale, but ranking second and third, were the Arrow Lakes Valley and Rossland/Bonnington Ranges landscape/planning units. Both of these units have important regional and district urban centres and substantial roofed accommodation. The Arrow Lake Valley unit is stronger, having the regional airport, marina/boating facilities and an excellent golf course but Rossland/Bonnington has fine scenic viewing opportunities and the Red Mountain ski area. Most of the other units were significantly lower than the above three.

Again, the Kootenay Lake landscape/planning unit with its community college, superb urban architecture, strong tourism base, good quality food services, variety of cultural attractions and strong desire to encourage tourism, ranks ahead of the other units on the basis of human resources. The Rossland/Bonnington Ranges unit ranked second with a good balance of seasonal festivals and museums, a generally high income, established tourism operations and an appreciation of the value of tourism. Ranked third jointly were the Arrow Lakes Valley and Monashee Mountain units; the Arrow Lakes Valley unit has a larger manpower base but the Monashee Mountain unit has more cultural/ethnic diversity and architectural attractions.

The dominant historic theme within the Region relates to the development of the natural resources base, especially minerals. With a few notable exceptions such as the Doukhobor cultural heritage, the historic resources of the region are only now beginning to receive the attention they deserve. The architectural heritage of the southern part of the Monashee Mountains unit along with the mining/smelting history have considerable potential for interpretation as does the Trail/Rossland area. The Kootenay Lake unit because of the presence of Nelson and Kaslo with their variety of heritage buildings ranks highest in terms of historic opportunities. The Arrow Lakes Valley has Castlegar with its Doukhobor heritage elements. The Slocan/Selkirk Mountains has good potential for "Silver rush" ghost town interpretation in the Sandon/New Denver area and for early hydro-electric power development in the Lower Kootenay river.

Based on the above four categories, the Kootenay Lake unit is the outstanding unit in the Region.

By all major categories in the Evaluation Matrix, the travel corridor based on Highway 3/3A (Crowsnest) outranks the Highway 6 route. Both routes have considerable water and land-based recreational opportunities, however, the quality and variety is greater along Highway 3. There are many more towns and cities on Highway 3/3A thus the physical and human resources are much stronger. For similar reasons, the heritage base has also received greater attention.

In summary, the Kootenay Boundary Tourism Region has an abundance of resources with the capability to support a broad range of year-round activities in rather close proximity to each other. It is necessary to identify and rank those areas best suited for development according to the placement of existing physical facilities and the needs and opportunities provided by the available tourism markets while ensuring the valued aspects of the natural resource base are protected from impairment.

FOOTNOTES:

1. Fish and Wildlife in British Columbia: A Review of Resource Values - 1977 Quadra Economic Consultants Limited.
2. Small Craft Harbours Branch, Recreational Boating Facility Requirements to 1985 in British Columbia 1979. P. Eby & Associates.
3. Hot Springs of Western Canada: A Complete Guide, 1978 J. McDonald, Labrador Tea Co., Vancouver.
4. B.C. Inventory of Accommodation Facilities 1979 -B.C. Research.
5. Ibid.
6. Regional Supply/Demand Analysis (1979) P.K.F. & Associates, (estimated for 1979).
7. 1978 Campground Attendance Profiles.
8. P.K.F. & Associates Op. Cit.
9. Campground Attendance Profiles Op. Cit.
10. P.K.F. & Associates Op. Cit.
11. Summer Traffic Volumes for Years 1974-1977 on Provincial Highways in British Columbia. Traffic Engineering Branch, Ministry of Highways and Public Works
12. Ibid
13. Ibid

3.0 TOURISM MARKETS, VISITOR PROFILES AND DEVELOPMENT IMPLICATIONS

3.1 Introduction

The following chapter describes the current development of tourist activity in the Kootenay Boundary Tourism Region. The utilization of tourism resources is considered in terms of the geographic origin of visitors to the Region, their socio-economic characteristics and the activities they participate in. Short term trends in tourist activity are identified and the implications for future expansion are delineated.

3.2 Tourism Markets

3.2.1 Existing Markets

Phase 1 of this study identifies the types of resources which generate travel to or within British Columbia by the various market segments, as well as regional resources and estimates of levels of participation for activities. For the Kootenay Boundary Tourism Region, each of the market segments which generate travel, regional tourism resources and existing levels of utilization were also assessed, and types of tourism activities related to the resource base. From this process it is clear that the major market for recreational facilities in the Region is the local population.

Tourists from other parts of British Columbia and Canada as well as the Western United States participate in freshwater boating/ swimming and fishing, camping, hiking, hang gliding and flying. Hunting is mainly a local activity with some participation from other parts of the province. The man-made attractions which draw patronage beyond the local populace include the Region's provincial parks, the Doukhobor Village and the Le Roi mine tours. Heli skiing does not attract a high volume of tourists but has a broader market base than other activities.

3.2.2 Perceived Tourism Markets

During the course of this study, briefs were solicited from tourism industry representatives, associations and other interested parties.

Forum participants reported that most of their tourists come from the Prairies, B.C. and the Northwest U.S. An increase in the number of visitors from Alberta has been noticed and a decrease in American tourists. Most tourists seem to come in the summer, often in recreational vehicles, and the industry is family oriented. Very few tourists on package tours were noticed, with the exception of a few senior citizen tours. Forum participants expressed a desire for efforts to attract more international tourists and to develop more packages.

3.2.3 Market Opportunities

Kootenay Boundary Tourism Region has a relatively underdeveloped tourist industry. At present, most resource utilization is attributable to the regional market. The area has resource potential which could attract all market segments if properly developed. Notably various resort areas such as ski resorts, marinas, wilderness areas and hot springs could be developed to levels which could appeal to a much broader market spectrum. A review and assessment of the Resource/Market opportunities reveals numerous development opportunities. These opportunities are summarized in Table 7. It also indicates the market segments to which promotion could most effectively be directed.

TABLE 7

SUMMARY OF SPECIALTY MARKET DEVELOPMENT OPPORTUNITIES
KOOTENAY BOUNDARY TOURISM REGION

	MARKET SEGMENTS				
SPECIALTY MARKET	International	U.S.A.	Interprovincial	Provincial	Regional
Fresh Water Fishing	X				
Alpine Skiing	X	X	X	X	X
Heli Skiing	X	X	X	X	X
Cross-Country Skiing			X		X
Big Game Hunting	X				
Auto Touring	X	X	X	X	
Wilderness Camping	X	X	X	X	
Hiking	X	X	X	X	
Mountain Climbing	X	X	X	X	X
Trail Riding			X	X	X
Cottaging				X	
Landscape Viewing	X	X	X	X	
Wildlife Viewing	X	X	X	X	
Gathering/Collecting			X	X	X
Photography/Printing	X	X	X		
Provincial Parks	X		X	X	X
Marine Parks	X	X	X	X	X
Fish Culture/Ladders			X	X	X
Gliding			X	X	X
Historic Sites/Museums	X	X	X	X	
Ethnic Settlements	X		X		
Crafts/Events			X	X	
Marine Resorts	X	X	X	X	X
Hot Springs Resorts			X	X	
Wilderness Resorts	X	X	X	X	X
Ski Resorts	X	X	X	X	X
Convention Centres			X	X	X
Dams/Generating Stations			X	X	X
Timber Harvesting/Processing				X	X

X Market Opportunities

3.3 Market Forecast

Table 8 outlines the forecast of person trips to the Kootenay Boundary Tourism Region for 1979 to 1983. Growth over the period is forecast at between three and six per cent per year. This is about average for the province and indicates no major shifts in the Region's share of the market. A slow rate of growth in U.S. tourism is expected to be balanced by relatively rapid growth in other Canadian visitors, particularly those from the Prairies. By 1983, the breakdown by market segment is forecast as follows: British Columbia residents, 57% to 58%; other Canadians, 29%; United States residents, 12% to 13%; other international visitors, one per cent.

3.4 Visitor Profiles

3.4.1 Traveller Characteristics

Table 9 shows the characteristics of travellers to the Kootenay Boundary Tourism Region. Children make up a very high proportion of visitors to the Region particularly among resident visitors. There is also a larger number of women than men. Education as well as income levels are somewhat below the norm.

3.4.2 Trip Characteristics

Illustrated in Table 10 are the characteristics of trips to the Kootenay Boundary Tourism Region. There is a high proportion of children among visitors and most people visit the Region for pleasure. The breakdown of transportation used by visitors by type, shows that an exceptionally high percentage use recreational vehicles. Visitors from out-of-province tend to stay in campgrounds or motels but the majority of resident visitors stay with friends or relatives. Fishing, boating and swimming rank relatively

TABLE 8

MARKET FORECAST: KOOTENAY BOUNDARY TOURISM REGION; PERSON TRIPS (000)

MARKET		FORECAST PERIOD				
		1979	1980	1981	1982	1983
B.C. Residents	H	315	335	355	375	395
	L	260	265	275	285	295
Other Canadians	H	155	165	175	185	200
	L	130	135	140	145	150
U.S. Residents	H	70	70	75	75	80
	L	70	70	70	70	70
Other International	H	5	5	5	10	10
	L	5	5	5	5	5
TOTAL	H	545	575	610	645	685
	L	465	475	490	505	520

TABLE 9

TRAVELLER CHARACTERISTICS: KOOTENAY BOUNDARY REGION						
CHARACTERISTICS		MARKET				ALL VISITORS
		B.C. RESIDENTS	OTHER CANADIANS	U.S. TOURISTS	OTHER INT'L.	
Age:	% Under 18	42	24	14	9	32
	18 - 24	11	10	7	12	10
	25 - 34	16	16	12	20	16
	35 - 54	22	30	27	32	25
	Over 54	9	20	40	27	17
Sex:	% Male	48	NA	NA	NA	48
	Female	52	"	"	"	52
Education:	% Public School	40	"	"	"	40
	High School	43	"	"	"	43
	Technical/Vocational/Jr. College	1	"	"	"	1
	University	16	"	"	"	16
Family Income:	% Under $10,000	6	15	10	46	9
	10,000 - 20,000	52	29	31	-	42
	Over 20,000	42	56	59	54	49

Sources: B.C. Research; 1974 and 1979 Visitors Surveys and 1976 Residents Surveys.
Statistics Canada; Canadian Travel Surveys, 1977 2nd Quarter, 1978 3rd Quarter, 1978 4th Quarter.

TABLE 10

1

TRIP CHARACTERISTICS: KOOTENAY BOUNDARY REGION						
CHARACTERISTICS		MARKET				ALL VISITORS
		B.C. RESIDENTS	OTHER CANADIANS	U.S. TOURISTS	OTHER INT'L.	
Party Size:	Average Number of Persons	2.4	2.8	2.6	3.1	2.5
Party Composition:	% Single Adult	14	3	3	3	9
	Several Adults	27	57	57	57	40
	Adults with Children	59	40	40	40	51
Trip Purpose:	% Business	17	7	4	6	12
	Personal	3	2	2	6	3
	Pleasure	80	91	94	89	85
Trip Duration:	Average Nights per Party	4	12	15	36	8
Nights in Region:	Average per Party	3	3	2	10	3
Type of Transportation:	% Auto	83	71	68	48	77
	Recreational Vehicle	14	26	28	6	19
	Bus	1	*	--	--	*
	Air	2	2	3	46	3
	Rail	--	*	--	--	*
	Boat	--	--	--	--	--
	Other	--	1	2	--	1

TABLE 10 CONTINUED

2

Trip Characteristics (Cont'd.) KOOTENAY BOUNDARY REGION

CHARACTERISTICS	MARKET				ALL VISITORS
	B.C. RESIDENTS	OTHER CANADIANS	U.S. TOURISTS	OTHER INT'L.	
Accommodation: % Hotel	9	2	4	3	6
Motel	9	31	39	31	20
Friends and Relatives	58	21	11	15	40
Cottages/Cabins	2	1	3	2	2
Public Campgrounds	11	18	17	13	14
Private Campbrounds	3	25	22	14	12
Other	8	2	4	22	6
Activities: % Business	15	7	4	6	11
Convention	2	NA	NA	NA	2
Shopping	44	24	14	29	34
VFR	67	32	15	23	49
Sightseeing	47	48	47	74	48
Camping	32	20	15	26	26
Fishing	27	10	12	6	20
Hunting	1	*	*	*	*

TABLE 10 CONTINUED

3

Trip Characteristics (Cont'd.) KOOTENAY BOUNDARY REGION		MARKET				
CHARACTERISTICS		B.C. RESIDENTS	OTHER CANADIANS	U.S. TOURISTS	OTHER INT'L.	ALL VISITORS
Activities:	% Boating	33	9	5	11	22
	Skiing	2	NA	NA	NA	2
	Golf	1	NA	NA	NA	1
	Visiting Museums and Historic Sites	19	NA	NA	NA	19
	Attending Festivals and Events	13	23	11	31	16
	Swimming	NA	20	9	28	16
Expenditure:	% Accommodation	8	19	22	34	13
	Meals	16	26	23	37	20
	Groceries	18	16	9	8	16
	Transportation	36	23	20	8	30
	Recreation and Entertainment	6	7	4	5	6
	Shopping and Souvenirs	16	8	20	8	14
	Other	--	1	2	--	1
Average/Person/Day (1979 Dollars)		$22.00	$14.00	$19.00	$24.00	$19.00

Sources: B.C. Research; 1974 and 1979 Visitors Surveys and 1976 Residents Surveys.
Statistics Canada; Canadian Travel Surveys, 1977 2nd Quarter, 1978 3rd Quarter, and 1978 4th Quarter.
Reports on Specialty Markets Sponsored by T.I.D.S.A.

high among the activities pursued by visitors to the Region. There is also a fairly high level of attendance at the Region's museums and historic sites. Expenditures per person per day are lower than average due to the large number who either stay with friends and relatives or camp. The data indicates that this is a favoured Region for family vacations which attract many interested in auto touring and outdoor summer activities. The ski resorts are not highly developed and attract mainly local residents.

3.5 Development Implications

3.5.1 General Marketing

As indicated by the relatively low expenditure level of tourists in the Region, emphasis should be placed on increasing dollar volume more than on increasing person trips. The Region's traditional market, i.e., B.C. residents, have a tendency to stay with friends and relatives or to use recreational vehicles. Though resources are abundant, their utilization is low. Efforts should be directed toward providing roofed accommodation and man-made attractions in specific destination areas, as well as making natural attractions more accessible. Promotion should be aimed at the national and international markets.

In the course of their 1979 survey of visitors to B.C., B.C. Research asked respondents to list their particular likes and dislikes about the regions they had visited. A relatively large percentage said they liked everything about the Kootenay Boundary Tourism Region. Almost half of the respondents commended the scenery and a large number liked the weather and the people. "Roads" topped the list of "dislikes". Road signs, traffic, and prices, particularly gas prices, were also often cited as dislikes.

There was mixed reaction to campsites though it was slightly more unfavourable than favourable. There was very little comment on other types of accommodation, restaurants, cleanliness or service. Comments on beaches, parks, fishing and hunting and wildlife were few but favourable.

3.5.2 Accommodation Requirements

In 1978, visitors to the Kootenay Boundary Tourism Region, including persons passing through, spent an estimated 1,766,000 person nights in the Region. By 1983, total person nights is expected to increase to between 1,828,000 and 2,452,000. Of these, barring any changes in accommodation preferences, 444,000 to 594,000 nights will be spend in commercial roofed accommodation and 442,000 to 491,000 will be spent in campgrounds.

There are currently 1,546 hotel and motel units in the Region with an average occupancy rate of 1,979 or about 56%. Tourism accounted for only 45% with the remaining 11% occupancy due to work crews and semi-permanent residents. Since net additions should not be undertaken until more economic occupancy rates are achieved no net additions to plant would be necessary if the low forecast is reached. This should not be taken to mean that no new construction should take place. Clearly some roofed accommodations are better patronized than the average occupancy rate reveals and some operations are marginal and will be shut down. Some intra-regional shifts in demand may occur as well as some shift in preferences in type and quality of accommodations. If the high forecast is reached a net addition of 454 new units would be warranted even without major changes in demand, giving an average occupancy rate of 65%.

There were 2,106 campsites in the Region in 1979. The person nights spent by tourists in campgrounds used an estimated 44% of capacity based on an average 154 day season. An indeterminate number of private sites were occupied by work crews and other semi-permanent residents. To maintain the present rate of occupancy an additional 800 units would be warranted by 1983 if the high forecast is reached, but only 60 if the low forecast is reached.

4.0 LOCAL TOURISM ISSUES, OBJECTIVES AND POLICIES

4.1 Introduction

Chapter 4 examines the social component of tourism in the Kootenay Boundary Tourism Region. The general attitudes towards the tourism industry are described along with tourism strengths, markets and opportunities as perceived by residents of the area; and the issues and concerns related to tourism development. At the end of the chapter, locally defined tourism objectives are listed. Discussions held during, and briefs received at, the two public forums held in the Kootenay Boundary Tourism Region in the autumn of 1979, provided all the information and data for this chapter. A total of 51 individuals and 36 groups attended the forums, and 24 briefs were submitted. Government and municipal groups were represented as were numerous associations, societies and private individuals.

4.2 General Attitude Towards Tourism

Most of the participants from the Kootenay Boundary Tourism Region see tourism as a catalyst to help stimulate the area's economy and employment. This is especially true in small communities where growth potential is limited and in areas like the Slocan Valley which are highly dependent on one industry. However, some smaller communities are somewhat conservative and do not like to see change. Certain community members are against money being spent on tourism development. Some complaints were made by forum participants about traffic and overcrowding on the lakes, and in some towns an anti-Alberta feeling seems to be developing. Forum participants also cautioned that tourism development must also improve life for local residents who should not be alienated through "disneylanding" of local resources.

4.3 Perceived Tourism Strengths, Markets and Opportunities

4.3.1 Perceived Tourism Strengths

Most area residents felt that the Region's tourism strengths are its mild climate, scenery and potential for summer and winter outdoor recreation. Access is good via Highway 3 and 3A and the Castlegar airport. There are nine provincial parks and numerous lakes and mountains. Skiing is available at Red Mountain, Whitewater, Blewitt, Phoenix and Salmo Hills. There are also numerous heritage sites like the ghost town at Sandon and cultural resources like the Doukhobour Village near Castlegar. The area also has sixteen museums, five art galleries and nine industrial tours available.

Rossland is near the Red Mountain Ski area and has a museum and a number of historic buildings. Underground mine tours are also available. Grand Forks also has a number of museums and is near a ski hill and Cascade Canyon. Greenwood is close to ski areas and a number of lakes. There are also mine sites at Phoenix and Motherlode. The use of period costumes and walking tours have also stimulated visits. Trail's strengths are its Cominco Mines tours and the nearby 7-Mile Dam and three golf courses. Castlegar is near the Hugh Keenleyside Dam and a number of parks are in the surrounding area. The Doukhobour Museum is also sited near the town.

Residents believe that Nelson's strength lies with its heritage buildings, festivals and nearby skiing facilities. Nelson is also near the Kokanee Glacier Park. Creston's assets are the orchards, the Dewdney Trail and the Creston Valley Wildlife Management Area. The Kaslo area is near the Purcell Wilderness Conservatory, the Ainsworth Hot Springs and a number of lakes; mountain ski touring is also available. In the Slocan Valley a number of historic sites and ghost towns are found, and the Valhalla Wilderness area is nearby.

4.3.2 Perceived Tourism Opportunities

Most towns had numerous suggestions for possible tourism developments in their area. Around Rossland, the best possibility probably lies in expanded development of Red Mountain where world cup skiing is possible. The town is currently getting involved in this development and helping to provide infrastructure, services and transportation links. Another possibility is expansion of the Rossland Historical Museum. Participants from Grand Forks suggested the development of a youth hostel at Cascade Gorge and possible re-establishment of a previously dammed up lake recreation area (Smelter Lake). Beach and resort development at Christina Lake was also proposed. Many Greenwood residents would like to see the expansion of their outdoor recreation potential, especially hiking and cross-country skiing. Since 25% of local residents are Japanese, a Japanese teahouse was also suggested. Forum participants from the Trail area believed that development of the proposed art centre would offer night-time activity and attract tourists. In the Castlegar area, the proper development of the proposed Murphy Dam might add recreation opportunities. An audio-visual centre is now being added to the Doukhobour Village. A steam train from Castlegar to Grand Forks was also proposed, as was further development at the Arrow Lakes and a convention centre to seat 500. Another possibility is the offering of non-credit summer courses at Selkirk College.

In the eastern part of the Kootenay Boundary Tourism Region, the best possibility is seen by many as the development of the Valhalla Wilderness area into a Class A park. Suggestions related to Kootenay Lake were the development of a fish hatchery and an excursion boat which could be docked in Nelson during the winter. Participants from Nelson proposed the building of an arts centre and convention centre in their town. It is hoped that the summer school at the David Thompson University Centre will become a major event in the area. Another possibility is further expansion of the

Whitewater Ski Hill. In the Creston area, it was felt that the historic Goat River Dam and Powerhouse, if restored, could become a tourist attraction in the area. (The West Kootenay Power Co. is willing to deed the dam to the city). Near Kaslo, both the Ainsworth Hot Springs and Kokanee Springs have plans for expansion, the latter to become a large destination resort based on existing golf and water activities. In the Slocan Valley, one possibility is the restoration of the ghost town of Sandon into a tourist attraction, to provide an interpretation of the area's history.

4.4 Issues and Concerns Regarding Tourism Development

The main concern in the Kootenay Boundary District is the construction by B.C. Hydro of the Kootenay Diversion. The majority of forum participants were against the Kootenay Diversion, saying it had no economic justification and that it would cause harm to the Wasa and Kootenay Lakes. (According to one group, 90% of Nelson citizens voted against the diversion.)

A number of forum participants were against the idea of a road connecting Kootenay Lake to the East Kootenays. They fear overcrowding and environmental damage, and believe that a road would help attract too many fishermen from Alberta. It could also result in high density development and increased land prices.

Another concern in the Region is over the possibiliities of logging and mining in the fragile alpine areas of the Purcell Conservatory. It is also felt that logging should not be allowed in the Valhalla Wilderness area and on the west side of Slocan Lake. It is feared that road development in the Fry Canyon will destroy fish spawning areas. Forest management problems arose where, in the Slocan Valley and along the Kootenay and Arrow Lakes, logjams and shoreline slides affect recreational use as well as the fish population. One group felt that fishing in the Arrow Lakes has been hurt by the Keenleyside Dam, consequently, fish ladders should be installed there and at Murphy Dam. In summary, many forum participants stated that there is a need for integrated resource management.

Another concern expressed at the forums was the need for a better marketing program for the region, especially in the United States, Alberta and throughout the rest of the province. It was also suggested that better statistics and market information are necessary. Another point brought up many times was the need for training of industry employees and a tourism awareness program for local residents.

4.4.1 Seasonal Aspects

Tourism is primarily a summer activity in the Kootenay Boundary Tourism Region and the season is fairly short, June to September. However, many area residents believe that the season can be extended through development of the convention trade and through further development of winter recreation possibilities, downhill skiing, cross-country skiing and snowmobiling.

4.5 Weaknesses as a Tourism Area

The main weaknesses of the Kootenay Boundary Tourism Region lie in the accommodation and transportation sectors. There is fairly poor public transportation between centres in the Kootenay Boundary Tourism Region and it is necessary to have a car to get around. Another problem is the lack of access to the area via the Northeast, and one group recommended that a route via Spallumcheen be constructed. Many forum participants felt that a number of new highways are needed, for example between Grand Forks and Greenwood. Many roads could also be upgraded, especially to wilderness and ski areas. Signage throughout the area is often poor, according to many forum participants. It was also felt that VIA Rail service needs improvement and that the Castlegar airport should be upgraded.

In many towns of the Region there are inadequate facilities for tourists. At present most areas cannot handle bus tours. Participants from Nelson, Grand Forks, Slocan Valley, Trail and Castlegar would like to see more hotel/motels and recreational vehicle sites built in their area.

4.6 Tourism Linkages

A number of groups showed interest in getting more involved in the tourism industry. The Rossland City Council is especially enthusiastic; a motion was passed endorsing tourism and Council further stated that they will assist with the necessary infrastructure. Other associations in Rossland are also busy selling tourism. The Slocan Chamber of Commerce is enthusiastic about tourism and is completing a master plan. The Kokanee Rock Club is willing to share its knowledge of the area with interested tourists. The Regional District of Central Kootenay is also getting involved. They are currently working on defining land suitable for tourism and recreation development.

4.7 Locally Defined Tourism Objectives

A number of objectives relating to future development in the Kootenay Boundary Tourism Region arose in the discussions and submissions at public forums. Although some opporition might exist, these objectives seem to be fairly commonly held.

- develop more tourist generators in the Kootenay Boundary District;
- improve accommodation facilities in the Region;
- improve and upgrade road access and signage where necessary;
- improve facilities at the Castlegar airport;
- develop more package and bus tours in the Region;

- improve training for tourism industry employees and offer more courses;
- acquire support for the restoration of the Region's heritage resources;
- establish Valhalla Park as a Class A park;
- improve public transportation in the Region;
- develop further the area's ski potential.

5.0 PROVINCIAL AND REGIONAL TOURISM DEVELOPMENT STRATEGY

5.1 Introduction

The importance of a provincial tourism strategy has been well documented and it is generally recognized that in a large and diverse province such as British Columbia, a systematic approach is essential to adequately meet the objectives of government and private industry sectors.

The tourism industry in British Columbia has been characterized by fragmented growth and lack of planned tourism development. The relatively uncoordinated development of the province's natural, historic and cultural resources to varying levels of quality presents some problematic areas for the future of tourism development, especially when assessed against the anticipated market requirements of the 1980s and 90s.

Many of the reasons for supporting a provincial strategy may also be applied at the regional level. First, the preparation of a regional tourism development strategy will enable the industry to indicate its long range goals and objectives, identify programs required to meet these goals and define the resources and support activities/services required from the various levels of government and the public sector to implement the plan and retain tourism as a long term stable industry. In so doing, the industry will be placed in a much better position to obtain the required recognition, resources and support. Second, the regional plan will provide a basis for integrating its own activities, and enhance its ability to set area, corridor and site specific priorities, assess the effects of allocating land to different uses and identify the differences in tourism outputs, and monitor the effectiveness of its action. Third, through the strategy, local, regional and national trends and events can be taken into account when implementing the program, monitoring existing developments and providing new direction.

5.2 Framework for the Preparation of Tourism Development Strategies

A tourism development strategy strives to meld a myriad of goals, objectives and policies of importance to governmental agencies, private tourist operators and local residents into a co-ordinated program that optimizes the "public good" derived from the development and use of the natural and man-made resources of a region. Hence, it is a necessity that the tourism development strategy and its related development recommendations are the result of a logical process that establishes broad goals and principles, and within this context, identifies and evaluates competing goals and resource demands, determines their relative importance and appropriateness and allocates basic priorities to them.

A comprehensive process has been used in the preparation of the tourism development strategy for the Kootenay Boundary Tourism Region. Specifically, the steps in this planning process were:

a) within the context of the provincial strategy, the assessment of the resources, markets and the goals and objectives for the Region;

b) the identification of specific goals and objectives of the industry and public interest groups to be addressed by the tourism development strategy;

c) the establishment of guidelines, principles and policies which defined the acceptability of alternative courses of action within the existing planning context;

d) the identification and assessment of appropriate development concepts, associated development opportunities and projected tourism market and trip characteristics for all planning units that will satisfy the tourism goals and objectives for the Region;

e) identification, evaluation and selection of a regional development concept;

f) determination of appropriate sub-strategies for the implementation of the development concepts.

5.3 Provincial Tourism Development Strategy

The provincial tourism strategy prepared in 1979 identifies the short and long-range opportunities for the public and private sectors of the industry on a province-wide basis. The conclusions reached were presented in the form of planning, development and implementation sub-strategies and were based on an analysis of the resource opportunities, existing infrastructure, government and industry objectives, market assessment and implications of emerging socioeconomic trends including energy. Based on these analyses, the following Provincial Strategy or policy statement emerged:

> "To identify and encourage the development of high quality tourism resource opportunities and destination areas through a nodal corridor concept that will attract international, U.S. and domestic markets to complement existing provincial and regional markets with specific attention to changing tourism leisure trends and the world energy situation".

This policy statement recognized several provincial-wide goals to be realized by the plan. Clearly, the plan identified that a gradual shift in the nature of tourism throughout the province should occur with the existing rather fragmented tourist facilities and services to become a more centralized, concentrated destination industry and oriented toward specific resident and non-resident market sectors. The direction of the industry would be toward providing high quality, activity-based facilities to a broad market with an emphasis on group travel by mass mode. An important element in the plan, as reflected in the above, is the concern that resource development meet future market requirements and include both short and long-range objectives rather than the short sighted approach and low

Regional Development Strategy

Figure 1

Regional Development Concept

In recognition of the capability and tolerance of the high quality natural, human and historic resources of the region a conserver oriented strategy will be pursued to ensure the retention of resource quality in order to maintain options for future tourism development. Proposed short and medium term developments are of a modest scale, largely catering to resident needs and will include the expansion of water-based recreational and touring opportunities on the two major lakes, the marketing of variety of packaged, mass-mode loop tours, the display and interpretation of historic elements especially ghost towns and the architectural heritage. Opportunities for a variety of extensive outdoor recreation activities will be provided throughout the region especially in the backcountry mountain areas such as the Valhalla Range along with rustic lodges on Slocan Lake. The excellent winter recreation capability will be further utilized by the expansion of the ski terrain and capability of Red Mountain to attract a broader regional market and by the promotion of heli, sno-cat and alpine ski touring packages. Nelson will become the regional tourism service centre due to its locational and heritage assets.

Planning Unit Development Concept	PLANNING STRATEGY	Tourism Market and Trip Characteristics																																Implementation Strategy
		PRIMARY MARKETS/BY SEASON W-WINTER Sp-SPRING S-SUMMER F-FALL					GROUP MODE/ DURATION (days)		PRIMARY TRIP PURPOSE							TRANSPORTATION MODE ALTERNATIVES						ACTIVITIES AND EXPERIENCES												
		International	U.S.	Domestic	Provincial	Regional	Single/Family Groups	Package Tours	Four Season Vacation Resorts	Non-Urban Scenic Touring	Urban Site-Seeing	Special Purpose Recreation	Experience New Cultures & Lifestyles	Warm Weather Outdoor Recreation	Cool Weather Outdoor Recreation	Fly drive	Rail	Auto/Bus	Boat	Boat/auto	Boat/rail	Boating/Canoeing	Fishing	Other Water Sports/Activities	Alpine Skiing/	Cross-Country Skiing	Heli-Skiing	Hunting/	Wildlife Viewing	Structured Outdoor Recreation Activities Golf, Tennis	Active Land-Based Outdoor Recreation Activity Riding, Climbing, Hiking	Historical Attractions/Cultural or Popular Events	Special Features or Developments	
KETTLE/CHRISTIAN VALLEYS Maintain the existing character of the unit as a picturesque ranching/forestry landscape. Encourage low intensity recreational uses such as trailriding, backcountry touring, canoeing. Develop trail systems, backcountry camping areas and manage the Kettle River as a recreational waterway for canoeing with appropriate facilities.	CONSERVER		● Sp,S,F	● Sp,S,F	● Sp,S,F	● Sp,S,F	● 1-5			●		●		●		●		●				●	●			●			●		●			OPTIMIZE FUTURE BENEFITS
MONASHEE MOUNTAINS Development activities in this mountainous unit will be limited to the southern portions along Highway 3. Develop interpretive and heritage modes for the Highway 3 mining/geology theme especially at Greenwood. Grand Forks to serve as a regional gateway for Canadian and U.S. visitors. Continue the development of Christina Lake as a summer destination resort area with a variety of quality roofed and unroofed accommodation while maintaining the lake environment.	RESOURCE		● Sp,S,F		● Sp,S,F	● Sp,S,F	● 3-7	● 1-2		●	●	●	●	●		●		●				●	●	●		●	●	●	●		●	●		FREE ENTERPRISE
ARROW LAKES VALLEY Institute a management programme that includes tourism, recreation, fisheries objectives as well as hydro power. Establish the reservoir as a recreational waterway with a provincial marine access park system, fishing, wildlife viewing, boat excursions and hot springs attractions. Develop Castlegar as the regional gateway (air) and service centre supported by Doukhobor cultural attractions, marine facilities and a B.C. Hydro participatory-style interpretive centre.	RESOURCE		● Sp,S,F	● Sp,S,F	● Sp,S,F	● Sp,S,F	● 2-7	● 2-5	●	●		●	●	●		●		●	●	●		●	●	●		●	●		●	●	●	●	●	FREE ENTERPRISE
ROSSLAND/BONNINGTON RANGES Maintain the existing role and character of the small communities as rural service centres. Expand the Red Mountain ski area to regional alpine resort status with some off-season activities. Develop tourist services, mine/smelter tours and heritage aspects of Trail and Rossland for Highway 3 mining/geology theme and for package tours. The special landscape qualities and features along the road network should be protected as they are to be included in mass-mode regional loop tours.	MARKET		● Sp,S,F,W	● Sp,S,F,W	● Sp,S,F,W	● Sp,S,F,W	● 2-7	● 1-7		●	●	●		●	●	●		●				●			●	●	●		●	●	●	●	●	OPTIMIZE ECONOMIC IMPACT
SLOCAN/SELKIRK MOUNTAINS Establish the unit as a land and water outdoor recreation area based on Slocan Lake, the Valhalla Ranges and Kokanee Glacier Park. Protect by Provincial Park designation, the mountain and shoreline resources to provide rugged hiking, alpine ski-touring and boating/shoreline experiences. New Denver to be developed as a local tourism service centre for outdoor recreationists, boaters and those on tours, providing low key lodge and bed and breakfast style accommodation/food services.	RESOURCE	● Sp,S,F,W	● Sp,S,F,W	● Sp,S,F,W	● Sp,S,F,W	● Sp,S,F,W	● 3-7	2-7		●		●	●	●	●	●		●				●	●			●	●		●		●	●		FACILITATE GROWTH
DUNCAN LAKE/PURCELL MOUNTAINS The rugged mountain character and limited access suggests extensive types of use will predominate. The unit will remain in its present condition to sustain existing uses such as heli-skiing, mountaineering, guided hunting and extensive backcountry recreation. Investigate means to improve recreational use of the Duncan Reservoir.	CONSERVER	● W	● W	● W	● Sp,S,F	● Sp,S,F	● 2-5			●		●		●	●	●		●				●	●			●	●	●	●		●			OPTIMIZE FUTURE BENEFITS
KOOTENAY LAKE Continue the development of the unit, strengthening the role of Nelson as the regional tourism service centre with its heritage attractions, heli-ski base, major loop tour terminal and Kootenay Lake excursions. Manage the resources of the lake and the surrounding uplands to protect scenic values and water quality, enhance the sport fishery, establish a provincial marine access park system and allow the continuation of existing lakeside and hot springs resorts.	RESOURCE	● W	● Sp,S,F	● Sp,S,F	● Sp,S,F	● Sp,S,F	● 2-7	● 2-4	●	●	●	●		●	●	●		●	●	●		●	●	●	●	●	●		●	●	●	●	●	OPTIMIZE ECONOMIC IMPACT
CRESTON VALLEY/MOYIE RANGES Maintain the existing landscape character of the unit. Upgrade tourism services at Creston to fulfill the role as regional gateway and local tourism service centre. Continue to promote and upgrade the programmes and facilities at the Creston Wildlife Interpretive Centre/Management Area as a regional attraction.	CONSERVER		● Sp,S,F	● Sp,S,F	● Sp,S,F	● Sp,S,F	● 1-2	● 1-2		●		●		●		●		●				●	●						●		●		●	OPTIMIZE FUTURE BENEFITS

capital investment characteristic of previous planning and development efforts. It is expected that this will result in a gradual redistribution of quality tourism amenities that will generate higher visitor expenditures but respect the social carrying capacity of an area. This tourism policy is to have a long-term framework and during the initial transition period, major emphasis is to be placed on investment in, and development of, tourism destination areas.

Because of the scale and complexity of British Columbia, the provincial strategy recommended that tourism planning for the province acknowledge four different orientations: economic, resource, market and conserver. The sub-strategies based on these orientations have been applied to each of the tourism regions, and parts of regions where warranted. For each sub-strategy, an appropriate planning, development and implementation approach is identified. As stated in the Provincial Strategy, the conserver oriented sub-strategy has been recommended for the Kootenay Boundary Tourism Region. The planning strategy recognized the abundance of natural resource opportunities available; however, the lack of major tourism infrastructure, the comparative distance from major markets and the limited air access were cited as major constraints to regional tourism development. Thus it was decided that the tourism resources in regions to the east (B.C. Rocky Mountain) and west (Okanagan-Similkameen) should be developed prior to emphasis on the resource development opportunities in this Region. A market oriented planning sub-strategy was proposed for the Trail-Rossland area to accommodate regional market requirements.

Generally this strategy recognizes the capability and tolerance of the resource base and emphasizes strict control over all tourism/recreation developments to ensure retention of resource quality and integrity. The quality of life of the residents and their recreational requirements will tend to take precedence over non-resident tourist/recreation requirements. Resources would be reserved for development until competing regions have been fully developed to their resource/market potential.

The resource approach to tourism development was derived based on markets, resources and accessibility within the Region and in neighbouring regions. The development strategy emphasizes the need to be responsive to local and regional market requirements focussing on a winter sports market to broaden and stabilize the economic base in the Trail-Rossland area. Also highlighted within the Region was the Crowsnest Highway 3 corridor and the need to continue responding to the long term requirements of east-west pass-through traffic, as well as the north-south U.S. traffic from Washington State.

The Implementation Strategy is the third component of the provincial tourism development strategy and is essentially concerned with the type, amount, timing and direction required to achieve the tourism objectives on a region, area, and corridor basis. The intent of the Implementation Strategy is to indicate the role of the public and private sectors. In response to the planning and development strategies adopted for the Region, an implementation approach is proposed that will optimize the future benefits to be derived from the tourism industry. However, a policy of optimizing economic impact should be adopted in the Trail-Rossland area to accommodate regional tourism development and to stimulate economic development in the travel sector. Serious consideration should be given to those proposals for development of a marketing nature that are in keeping with the provincial strategy and the regional strategy as expressed in this document.

The B.C. Rocky Mountain Tourism Region to the east and the Okanagan-Similkameen Tourism Region to the west have been assigned resource orientation for planning in which their high quality natural, cultural and historic resources will be used to develop major tourism/recreation nodes or destination areas to attract defined market segments. It is likely, as these two regions achieve their optimum levels of tourism development that the orientation for the Kootenay Boundary Tourism Region would shift to a resource or economy oriented sub-strategy.

5.4 Regional Tourism Development Strategy

A regional tourism development strategy for the purposes of this plan is considered to be a statement of broad goals and policies outlining a general course of action for the growth, maintenance and development of the industry leading towards the establishment of priorities for resource development, program formulation and management procedures. The strategy is to reflect both government, community and private sector goals and concensus, be sufficiently broad in scope and flexible in approach to accommodate unforseen development and be responsive to a wide variety of short and long-term specialty markets and resource development opportunities.

The various elements identified in the above were considered in the regional planning process and it was confirmed that the development concept proposed in the Provincial Tourism Development Strategy as outlined in Section 5.3 is well-suited to the Kootenay Boundary Tourism Region. Additional research and analysis, however, has affirmed a number of constraints and opportunities that were previously suspected. Some of the constraints identified include the concerns for water quality and quantity in some areas for recreational and sport fishery purposes, hydro power and forestry conflicts with recreation, a limited accommodation base, and a declining sport fishery. A number of important opportunities have also been acknowledged, including the positive local attitudes towards tourism in existing service centres, excellent landscapes for extensive land-based and intensive water-based activities, considerable urban and rural heritage resource development potential, additional capability in regional ski areas and powder sno-cat and heli-skiing, as well as several others.

Based on the various constraints, opportunities and local and regional considerations as outlined in Section 5.2, the development concept has been refined and is presented as the tourism policy statement for the Kootenay Boundary Tourism Region. The Region-wide development concept or policy is:

> In recognition of the capability and tolerance of the high quality natural, human and historic resources of the Region, a conserver oriented strategy will be pursued to ensure the retention of resource quality in order to maintain options for future tourism development. Proposed short and medium term developments are of a modest scale, largely catering to resident needs and will include the expansion of water-based recreational and touring opportunities on the two major lakes, the marketing of a variety of packaged, mass-mode loop tours, the display and interpretation of historic elements especially ghost towns and the architectural heritage. Opportunities for a variety of extensive outdoor recreation activities will be provided throughout the Region, especially in the backcountry mountain areas such as the Valhalla Range along with rustic lodges on Slocan Lake. The excellent winter recreation capability will be further utilized by the expansion of the ski terrain and capacity of Red Mountain to attract a broader regional market and by the promotion of heli, sno-cat and alpine ski touring packages. Nelson will become the regional tourism service centre due to its locational and heritage assets.

This policy statement outlines the rationale to guide the future preparation of development concepts for the Region as a whole and to ensure the continuance of a healthy tourism industry. Both the regional development concept (policy) and the development concepts for each of the eight planning units are intended to guide tourism development within the Region and to reduce uncertainty within both the public and private sectors as to future development by establishing an overall systems approach to tourism growth in the development guidelines and principles to be followed. These statements will indicate tourism development intent within the planning horizon and accordingly should be included in integrated resource management plans.

A systematic approach to tourism planning is required in order to obtain the maximum short and long-term efficiencies from the available resources and markets. Through a systems approach a range of alternatives capable of application by various levels of government and the private sector can be evaluated or judged as to their contributions to the goals of the Region. This analysis will provide the information on which agencies and others affected by tourism can base judgements as to the possible benefits and potential conflicts that will arise. Within the tourism industry, it has become clearly evident that area development without direction creates internal competition and may be detrimental to the industry as a whole. A systems approach, therefore, provides a guide to both the public and private sectors, a plan to evaluate proposed actions, and an important tool in gaining co-operation from public agencies.

In promoting the orderly and economic growth of the plannning area from a tourism perspective, the policies, tourism markets and implementation strategies are geared to securing an optimum balance and spatial distribution of the types of tourism activities, identification of existing and future market opportunities, and to safeguard environmental quality, heritage elements and the social and economic benefits for the Region. It is anticipated that tourism will begin to exercise an increasing influence on the course and direction of economic development in designated growth areas and will also exert a greater influence on regional planning throughout the study area.

In order to achieve a reasonable amount of flexibility in the plan to compensate for the diversity of conditions in the Region, an attempt is made to direct future growth by policy statements for each planning unit rather than by designating a large number of specific individual use areas. While the development strategy provides a degree of flexibility, major technological advances and changes in the energy situation could develop which might affect the programs and policies and development of the plan. Therefore, the policy statements for the Kootenay Boundary Tourism Region should be reviewed at regular intervals (possibly every five years) and provide for the changing needs of the residents of the planning area, both permanent and seasonal, as well as other market and resource factors affecting the Region.

In Figure 1, Regional Development Strategy, the development concept for the Region and each of the eight planning units are outlined and the projected tourism markets and characteristics identified. Further, through the matrix, the planning and implementation strategies, the tourism market and trip characteristics to be considered in realizing the development concept are shown. It should be noted that only one landscape/planning unit (Rossland/Bonnington Ranges) has a planning strategy that is not resource or conserver oriented and only two units (Rossland/ Bonnington Ranges, Kootenay Lake) have implementation strategies requiring public sector involvement. This is, of course, in keeping with the conserver planning and development orientation derived in the provincial strategy.

The primary markets are North American with international markets attracted to three landscape units. Non-urban sightseeing is a part of visiting all landscape units while urban sightseeing, especially heritage architecture is available in three units. Special purpose recreation can be pursued during warm weather or cool weather seasons in virtually every landscape unit.

The major modes of transportation to and within the Region are limited with only one regional airport and no passenger train service. The road network, however, is quite good for buses and private automobile while there are opportunities for boat travel in the two major lake systems.

Water-based, extensive land-based and snow-based types of recreation are the predominant activities enjoyed by tourists. Structured recreation opportunities are limited. The Region is also well-endowed with historical/cultural events and attractions.

It is anticipated that the scope and intent of the regional development strategy and the landscape/planning unit concepts have established the general framework within which future development will be directed. The matrix indicates what tourism markets should be pursued, where the main types of tourism activities should occur and how they should be developed. In Chapter 6, the detailed development proposals derived from the concepts and the tourism market/resource opportunities are outlined.

6.0 REGIONAL TOURISM DEVELOPMENT PLAN

6.1 Introduction

In previous chapters, an assessment of supply, demand, market analysis and local attitudes, perceptions and policies was undertaken. This was followed by the development of a regional strategy, outlining a systematic approach to tourism planning and development in the Region. The basic framework and rationale for tourism development lies in the regional and planning area development concepts as outlined in Chapter 5.

The purpose of Chapter 6 is to highlight and describe the facility make-up of the Regional Plan and to identify specific guidelines and principles in the development of the plan. In addition, suggestions are developed regarding additional research and feasibility studies to be undertaken in order to adequately assess a particular plan or proposal at the tertiary level of planning.

6.2 Guidelines and Principles

Derived from the study objectives, from resource inventories and analysis, from consultation with the private sector and from discussions with industry specialists, TIDSA officials and other government personnel, the consultants have developed the following set of guidelines and principles for the Kootenay Boundary Tourism Region. The guidelines and principles have been divided into three areas, namely, planning, development and marketing. While it is not within the scope of this study to establish definitive tourism policies, the following outlines primary policy concerns.

A. Planning

i) Although the tourism industry is dependent upon the availability of recreational facilities, destination resorts and attractions, the primary purpose of this Plan is not just to identify opportunities for recreational developments. Instead, the intent of the study is to recommend a strategy for the growth and development of the tourism industry of the Kootenay Boundary Tourism Region through the identification of tourism developments and programs required to match resource potential and market opportunity in the face of competing developments.

ii) The Tourism Development Plan resulting from this study is to be a region-wide Plan. Hence, the health of the tourism industry as a whole will take precedence over specific local demands or proposals.

iii) The Plan will recognize the roles and responsibilities of both public and private sectors in its recommendations outlining development opportunities, but specific measures for implementing the recommendations are to be the subject of discussions and negotiations between the private sector and senior levels of government. Hence, the strategy does not incorporate specific programs and measures for implementing its recommendations.

iv) The Plan is intended to outline, for both public and private sector consideration and financial investment, a systematic approach to the development of tourism opportunities. Where possible, the Plan is intended to reflect existing government policy and become a framework that may be used to direct future government action.

v) The Plan recognizes that the various natural attractions and outdoor recreation opportunities of the Kootenay and Arrow Lakes which contribute to the year-round tourism potential of the Region (e.g., lakes, rivers, wildlife and mountains) must be protected and enhanced to ensure that the Region can continue to attract and satisfy increasing numbers of tourists.

vi) The Plan will reflect a sensitivity to the expectations and attitudes of local residents toward tourism and tourism developments. Through the consideration of social carrying capacities exhibited by different areas, the plan will minimize the unwanted disruption of traditional lifestyles such as ranching.

vii) The significant recreation and tourism potential of the Region should be given serious considerations in the use and management of Crown Lands. In this regard, co-ordination among the various agencies and levels of government is essential.

viii) The type, character and market attraction of intervening opportunities, or tourism development proposed for other regions throughout the province and in Alberta, competing for the same markets was considered in the Provincial Tourism Development Strategy and has been further assessed in the development of regional plans.

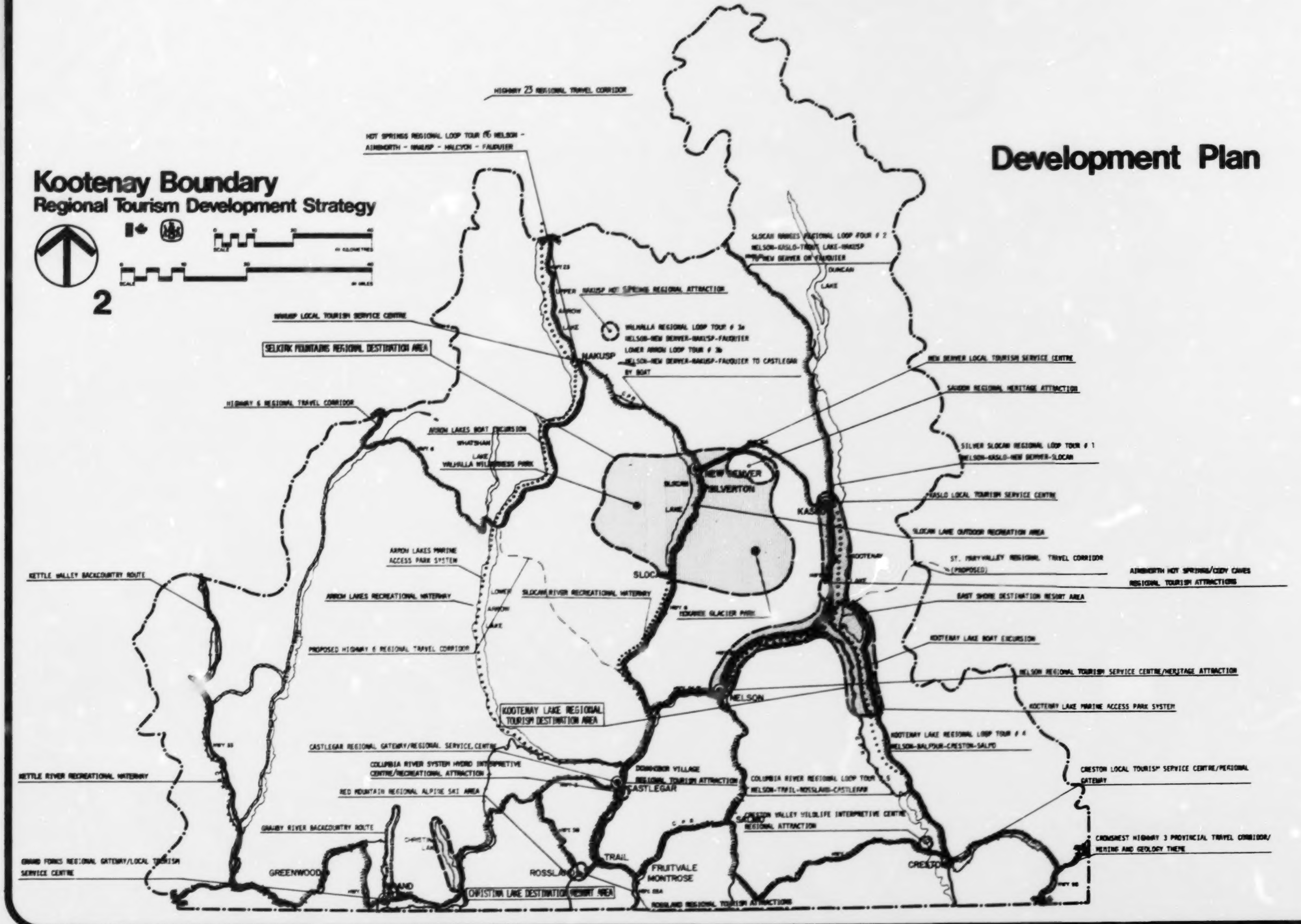
ix) The long-range effect and geographical impact of societal trends and influences and their implications for the tourism industry are to be reflected in the range and character of development opportunities recommended in the Plan.

x) The Plan will be based upon the assumption that the importance of the tourism industry to the economy of the Region is recognized by other resource use, management or regulatory agencies, and that these agencies will incorporate the requirements of the Region's tourism industry into their various resource use policies, plans and programs. In several critical areas, resource management decisions are required prior to capital investment by the tourist industry.

Kootenay Boundary
Regional Tourism Development Strategy

Development Plan

2



SCALE
IN KILOMETRES
IN MILES
HIGHWAY 23 REGIONAL TRAVEL CORRIDOR
HOT SPRINGS REGIONAL LOOP TOUR #6 NELSON - AINSWORTH - NAKUSP - HALCYON - FAUQUIER
SLOCAN RANGES REGIONAL LOOP TOUR # 2 NELSON-KASLO-TROUT LAKE-NAKUSP TO NEW DENVER OR FAUQUIER
DUNCAN LAKE
UPPER ARROW LAKE
HWY 23
NAKUSP HOT SPRINGS REGIONAL ATTRACTION
NAKUSP LOCAL TOURISM SERVICE CENTRE
VALHALLA REGIONAL LOOP TOUR # 3a NELSON-NEW DENVER-NAKUSP-FAUQUIER
LOWER ARROW LOOP TOUR # 3b NELSON-NEW DENVER-NAKUSP-FAUQUIER TO CASTLEGAR BY BOAT
SELKIRK MOUNTAINS REGIONAL DESTINATION AREA
NAKUSP
C P R
NEW DENVER LOCAL TOURISM SERVICE CENTRE
SANDON REGIONAL HERITAGE ATTRACTION
HIGHWAY 6 REGIONAL TRAVEL CORRIDOR
ARROW LAKES BOAT EXCURSION
WHATSHAN LAKE
HWY 6
VALHALLA WILDERNESS PARK
SILVER SLOCAN REGIONAL LOOP TOUR # 1 NELSON-KASLO-NEW DENVER-SLOCAN
NEW DENVER
SILVERTON
SLOCAN LAKE
KASLO
KASLO LOCAL TOURISM SERVICE CENTRE
SLOCAN LAKE OUTDOOR RECREATION AREA
KOOTENAY LAKE
ARROW LAKES MARINE ACCESS PARK SYSTEM
ST. MARY VALLEY REGIONAL TRAVEL CORRIDOR (PROPOSED)
AINSWORTH HOT SPRINGS/CODY CAVES REGIONAL TOURISM ATTRACTIONS
KETTLE VALLEY BACKCOUNTRY ROUTE
SLOCAN
ARROW LAKES RECREATIONAL WATERWAY
LOWER ARROW LAKE
SLOCAN RIVER RECREATIONAL WATERWAY
HWY 6
KOKANEE GLACIER PARK
EAST SHORE DESTINATION RESORT AREA
KOOTENAY LAKE BOAT EXCURSION
PROPOSED HIGHWAY 6 REGIONAL TRAVEL CORRIDOR
NELSON REGIONAL TOURISM SERVICE CENTRE/HERITAGE ATTRACTION
NELSON
KOOTENAY LAKE MARINE ACCESS PARK SYSTEM
KOOTENAY LAKE REGIONAL TOURISM DESTINATION AREA
KOOTENAY LAKE REGIONAL LOOP TOUR # 4 NELSON-BALFOUR-CRESTON-SALMO
HWY 33
CASTLEGAR REGIONAL GATEWAY/REGIONAL SERVICE CENTRE
COLUMBIA RIVER SYSTEM HYDRO INTERPRETIVE CENTRE/RECREATIONAL ATTRACTION
DOUKHOBOR VILLAGE REGIONAL TOURISM ATTRACTION
COLUMBIA RIVER REGIONAL LOOP TOUR # 5 NELSON-TRAIL-ROSSLAND-CASTLEGAR
CRESTON LOCAL TOURISM SERVICE CENTRE/REGIONAL GATEWAY
KETTLE RIVER RECREATIONAL WATERWAY
HWY 3
CASTLEGAR
RED MOUNTAIN REGIONAL ALPINE SKI AREA
CRESTON VALLEY WILDLIFE INTERPRETIVE CENTRE REGIONAL ATTRACTION
SALMO
C P R
GRANBY RIVER BACKCOUNTRY ROUTE
CHRISTINA LAKE
HWY 3B
CROWSNEST HIGHWAY 3 PROVINCIAL TRAVEL CORRIDOR/ MINING AND GEOLOGY THEME
GRAND FORKS REGIONAL GATEWAY/LOCAL TOURISM SERVICE CENTRE
GREENWOOD
GRAND FORKS
ROSSLAND
TRAIL
FRUITVALE
MONTROSE
CRESTON
HWY 3
CHRISTINA LAKE DESTINATION RESORT AREA
HWY 22A
ROSSLAND REGIONAL TOURISM ATTRACTIONS
HWY 95

THIS IS A WORKING DRAWING AND THE INFORMATION PORTRAYED HEREIN IS INTENDED TO ILLUSTRATE THE NATURE AND TYPE OF DATA EVALUATED AND DOES NOT NECESSARILY DISPLAY ALL INFORMATION AVAILABLE

xi The Plan is based upon the assumption that all planning for the tourism industry will be done on a long-term basis, with short-term reviews (5 years) assessing the strategy's continued suitability to local, regional and provincial requirements.

xii) The scenic character of valleys and adjacent mountain slopes, river and lake shorelines in areas with existing or proposed tourism use should be protected by the establishment of land use policies which would recognize the scenic values.

xiii) The development of new attractions should occur within designated tourism areas and ensure a wide variety of activities and a healthy four-season industry.

xiv) The Plan will recognize the need to have its recommendations and development proposals reflect the plans of the Regional Districts of Central Kootenay and Kootenay Boundary to generate support for their implementation on an integrated rather than "piecemeal" basis.

B. Development

i) The Plan will, wherever feasible, stress nodal development within specific tourism destination areas and provide a variety of primary and associated tourism opportunities.

ii) The Plan will stress the need to provide a certain density of facilities and programs in particular locations to establish a "critical mass" and "market awareness" beyond which the development of an identity and the creation of an awareness in the target market segments of the Region's tourism and vacation opportunities become feasible. This aspect is especially important in the establishment of the regional tourism destination areas.

iii) Nodal development will be encouraged because it localizes tourism activities and minimizes disturbance to other land uses especially in the valley corridors.

iv) The Plan will emphasize the development and use of high quality resources. Hence, development of marginal natural, historical or cultural resources will only be recommended if necessary to support the development and use of major nodal attractions.

v) The Plan will recommend the upgrading of existing tourism plant only where the plant meets, or has the potential for meeting, market expectations. Conversely, the plan will not necessarily support existing facilities or attractions that are not providing and cannot provide the requirements of the target market segments.

vi) The Plan will strive to associate the facilities, attractions, services and programs proposed for each major destination/ centre with one or more major themes, giving it a distinct identity from those of other proposed development nodes. Such an identity will facilitate market segmentation, allocation and promotion.

vii) Mass modes of public access to the tourism attractions of the Region from nearby market concentrations are to be explored and, where feasible, emphasized to lessen the impact of future energy-related travel dislocations. Mass mode public access through the planning area is considered particularly appropriate in this area of British Columbia due in part to the dispersed nature of the resources and the well developed road network.

viii) Unserviced development should be restricted on lands adjacent to all water bodies until suitable servicing methods are determined.

ix) Designation of access routes and backcountry outdoor recreation areas is required to ensure adequate areas are provided for extensive types of recreation.

x) Designation of scenic highway routes is required in order to obtain an integrated approach to planning/protection of scenic resources and the realization of the goals and objectives for highway corridors from a tourism perspective.

xi) The Plan recognizes that ongoing expansion of the existing plant will continue during the planning horizon of this report and that specific comment on this expansion would be redundant.

C. Market

i) The Plan will focus on gradually increasing the industry's penetration of the traditional regional, provincial and inter-provincial markets supported by increases in the international high expenditure package tours, fly-drive, and specialty markets for cultural/heritage interpretation, heli-skiing and backcountry travel.

ii) Through a variety of avenues including cluster developments, theme associations, unique attractions, special events, market segmentation and well-directed promotional efforts, the Plan will seek to stimulate the development of strong market identities.

iii) Even though the Plan will focus on the Region's traditional markets (i.e. sightseeing, fishing, skiing), it will be future rather than status-quo oriented, will provide better and broader recreational experiences and will incorporate a sensitivity to, and a flexibility for, accommodating shifts in the type and quality of activities, attractions and services required by traditional and other market segments.

iv) To ensure a continual commitment and use by the traditional Alberta and regional markets of the planning area's tourism and recreation facilities, the Plan will strive to foster second home ownership and shared right-to-use schemes in areas where there is a suitable resource base and where the impact on other resource uses, such as ranching, forestry, mining and wildlife can be minimized.

v) As the neighbouring tourism regions approach their optimum development capacity, the Plan will encourage a strong effort being placed in retaining and expanding Canadian, U.S.A. and international markets, through the development of a more competitive plant, the promotion of packaged tours and improved international/charter air access.

vi) Extensive pressures for day use and weekend recreation facilities are generated by both the local residents and regional markets. The Plan will recognize these potential use conflicts and strive to reduce competition through facility location, development and programming for particular interest groups.

6.3 Tourism/Recreation Planning Hierarchy

The term "tourism" as defined in this study is extremely broad and associated with a variety of natural resources, events, services and infrastructure. It is, therefore, considered important to introduce a hierarchy that reflects the types and levels of elements in the tourism/recreational field. The major elements of the hierarchy are: tourism destination areas; tourism service centres; gateway cities; transportation routes/corridors; destination resorts, events and attractions; and parks and recreation areas.

The hierarchy has been prepared to assist in the development of a systematic approach to tourism planning and policy development on a regional, corridor and nodal basis. In establishing the hierarchy and the elements included therein, the study team has been cognizant of the following:

- Natural, physical, historical and cultural resources within the planning area.
- Existing tourism facilities/accommodations.
- Present travel trends, habits and activity preferences of resident and non-resident markets.

- Future needs and expectations of market segments.
- Local goals and objectives and recognition of local lifestyles.
- Goals and objectives of the study from both provincial and regional industry perspectives.

The hierarchy will assist in presenting a rationale for the Kootenay Boundary Regional Tourism Plan and allow easy comparison between tourism regions.

TABLE 11
HIERARCHY OF DEVELOPMENT

Tourism Destination Areas
- Provincial
- Regional
- Outdoor Recreation Areas

Tourism Service Centres
- International
- Provincial
- Regional
- Local

Gateway Cities
- International
- Provincial
- Regional

Transportation Routes/Corridors
- Provincial Travel Corridor
- Regional Travel Corridor
- Specialized Routes Including:
    - Scenic Drive/Route
    - Eco Tour/Route
    - Historic Route
    - Backcountry Route
    - Wild and Scenic River
    - Recreational Waterway

Tourism Destination Resorts, Events and Attractions

- Summer Resorts
- Winter Resorts
- Four-season Resorts
- Resort Community
- Tourism Attraction
- Tourism Events/Festivals
- Local Events/Attractions

Parks and Recreation Areas

- National Parks
- Provincial Parks
- Historic Parks
- Marine Parks
- Wilderness Parks or Conservancies

Definitions of the various terms used are presented in Appendix 1.

6.4 General Description of the Plan

The major controlling influence in the nature of this Plan was its relation to the neighbouring B.C. Rocky Mountain Tourism Region and the decision to focus a considerable degree of large scale resort development in that Region due to its proximity and easy accessibility to the large southern Alberta market and the Calgary international gateway. A similar situation exists on the western border with the Okanagan-Similkameen Tourism Region capturing a large portion of the interior-bound Lower Mainland markets. Thus the Kootenay Boundary Tourism Region is to be placed in a supportive and complementary role for the majority of the long-term planning horizon, focussing on enhancing the capture of existing regional, provincial and North American markets that are projected to grow at a modest rate. The Region does, however, have a considerable number of specialty tourism opportunities and an excellent natural resource base which will allow it to become established as a distinct entity with a positive role to play within the overall provincial tourism industry. The specific resource/ market opportunities include water-based recreation, heli-skiing, backcountry recreation, alpine skiing, cultural and heritage attractions and hot springs.

The Region has abundant tourism resources which have been developed to varying degrees and, with few exceptions, are primarily oriented to regional markets. A comparison of projected demand with supply indicates that while there is an abundance of resources upon which the industry could grow, there is a need for facility development in designated areas to complement existing and proposed facilities, events and attractions.

As indicated in the Provincial Tourism Development Strategy and as outlined in the strategy statement for the Kootenay Boundary Tourism Region (Figure 1), future tourism development is to be strategically located in tourism destination areas of regional significance. As noted in the hierarchy, specific outdoor recreation areas are discussed in the context of destination areas. It is anticipated that by identifying specific areas with distinctive themes, an identity can be established with a positive effect on the development of the resources. Also, through the establishment of particular destination areas, a number of concerns can be more efficiently planned for or managed, including: mass mode transportation; development of a "critical mass"; provision of quality services, infrastructure, accommodation and attractions; increased opportunities for planned, controlled development; protection of environmental and quality of life objectives; and the need to extend seasons and move towards year-round operation. Many of these concerns could only be met through the designation of destination areas and systematic planning of the resources therein. Generally only the strongest resources have been designated; not all areas or communities are strategic within the context of the Plan.

6.4.1 Grand Forks Regional Gateway Centre/ Local Tourism Service Centre

Close to the western entry to the Region and U.S.A. visitors from the south, Grand Forks functions as both a local tourism service centre and as the main western gateway by road. As the largest community in this part of the Region and the nearest major urban centre to Christina Lake, these roles must be strengthened. Grand Forks should be supported with facilities which reflect its functions.

1. Upgrade and expand the accommodation base moderately to accommodate the auto touring market, including the increase in longer haul fly-drive travellers and bus tour groups.
2. Provide a tourist orientation centre of moderate scale with audio-visual packages on regional travel options and a central computerized reservation system.
3. Support the heritage restoration programs and similar urban improvement schemes to strengthen the gateway function and encourage visitors to stay overnight and to make use of the information system.

6.4.2 Kettle River Recreational Waterway

The Kettle River flows through a pleasant pastural landscape of cattle ranching and mixed farming and has a number of short rapids. As this is one of the few natural river canoe routes remaining in this part of the province, it should be managed as a recreational waterway to complement the other low key recreational uses of the area (trail riding, backcountry road touring).

1. Designate the river and adjacent valley as a Recreational Waterway with appropriate management policies to sustain a variety of low intensity recreational uses.
2. Provide appropriate signage for the river with specific access/ egress points, picnic areas and riverside trails.

6.4.3 Christina Lake Resort Area

This lake has long been a popular summer vacation area for regional residents with a variety of second home, commercial roofed and unroofed accommodation, provincial park and forest service camping opportunities, boating, fishing and beach activities. As a result of the significant use pressures, a management plan is required to protect the water resources and the quality of the surroundings to permit continued enjoyment as a local/regional destination area.

1. Encourage the development of additional provincial park facilities including camping, boat launch and day use beach areas.

2. Upgrade the quality of the existing accommodation base and tourism services.

3. Continued strip development must be avoided to protect scenic values, water quality and public access to the shoreline. This will require management guidelines for location of further commercial accommodation.

4. Further commercial accommodation should be in cluster resort form and should be of small to medium size with a variety of support activities.

5. Develop quality backshore commercial serviced campgrounds as the market dictates capitalizing on the availability of abundant public shoreline.

6.4.4 Rossland Regional Tourism Attractions

Rossland is a long-established mining centre perched high up a mountainside. However, mining no longer is of direct economic benefit, although Granite and Red Mountains are seen as offering the base for a growing tourism industry. The heritage and outdoor recreation opportunities of the area could combine to support year-round tourism of a moderate scale, while the community, being near the main route of Crowsnest 3, will be able to contribute to the travel corridor's touring function. Further, Rossland residents have voiced a strong desire to incorporate tourism into their local economy.

1. Integrate the existing attractions (the Le Roi mine tours, the mining components of the museum, the Miner's Hall) into the mining/geology theme of Crowsnest Highway 3 and the regional loop tours originating from Nelson. Other related aspects such as locations of mining claims or heritage sites should be investigated for further interpretation. Theme signage from the Crowsnest 3 should also be developed to highlight the Rossland mining attractions.

2. Continue to upgrade and expand the heritage/mining attractions in Rossland and extend their season of operation in order to strengthen their tourism potential.

3. Develop additional food services for the touring public; in particular, at least one facility able to cater regularly to tour bus excursions on an extended basis.

4. Investigate the summer and fall recreation capability oriented towards the touring market, including areas for hiking/walking trails, viewpoints and picnic facilities, as well as more commercial amusements such as an alpine slide. A stronger summer base is required to complement the winter potential.

5. Develop further serviced campground facilities as the market dictates. The accommodation base is currently quite narrow and will require some adjustments to meet the needs of touring parties which will be encouraged within the Region.

6. Extend the winter carnival event to create a major winter activity and support the winter season through new events such as a regional cross-country ski race. Existing winter/ski events should continue to be supported and given good publicity.

7. Develop the Red Mountain ski area to facilitate maximum benefits for Rossland.

6.4.4.1 Red Mountain Regional Ski Area

This well-known club operated alpine ski facility has a variety of challenging ski terrain that has been hindered by some locational disadvantages in relation to the major potential markets. There are also limitations to the locally available accommodation. The ski area has the potential to attract a greater share of the available skier market from the Region and from Spokane when development plans are implemented.

1. Encourage planning efforts that will resolve the scale of development and the specific markets that the ski area should accommodate; as a destination facility oriented to long haul visitors, on-hill accommodation is imperative. As a regional facility, Rossland community can be the location for accommodation development. The regional and long-haul markets are not completely incompatible but the implications of accommodation location must be considered in marketing the ski area, as well as the phasing of development.

2. Support the expansion of skier capacity and development of greater variety of ski terrain.

3. Develop services infrastructure for the mountain facilities including a base lodge.

4. Explore the capability of the Red Mountain ski area for more extensive cross-country skiing, including trails and shelters; this will broaden the area's ski appeal.

5. Develop a shuttle bus service from Rossland up the mountain to serve skiers staying in Rossland.

6.4.5 Castlegar Regional Gateway

The realignment and improvement of Highway #3, Crowsnest, and the development of the Castlegar airport have made Castlegar the key regional gateway. Not only do Vancouver and Calgary flights come into Castlegar for dispersal elsewhere within the Region, but most Crowsnest travellers, whether by auto or bus, also pass through the community. Castlegar's development as a key component in the Kootenay Boundary Tourism Region is relatively recent, so that tourism facilities are not yet well developed. Accommodation, although improving, is not as well developed as it is in Trail or Nelson, and tourist attractions are few. The Doukhobor Village is the best known.

Primarily because of its accessibility and centrality to the major communities, especially in the south of the Region, the gateway function is expected to grow. Castlegar will need strengthening in order to perform a gateway role which will enhance the rest of the Region.

6.4.5.1 Castlegar Regional Tourism Service Centre

Tourism services in Castlegar should be able to meet the needs of tourists travelling by air, road or boat. Currently, few of these needs are adequately served and, as tourism develops, more extensive tourism services must be made available. In particular, as the largest centre on the Arrow Lakes/Columbia River System, Castlegar could have a special role in serving boaters as well as fly-drive and highway travellers. In general, Castlegar should be developed as a stepping stone to the Region rather than as a destination in itself; further, services should operate year-round to encourage year-round tourism in the Region.

1. Expand accommodation to meet the needs of auto tourers, bus package tours on the Crowsnest, and fly-drive/tour travellers arriving in the Region by air. The facilities should be of medium quality intended to welcome travellers and set the tone for regional destination vacations or touring within the Region.

2. Upgrade and expand food services including the provision of facilities suitable for both long-haul bus package tours and bus excursion tours through the Region.

3. Develop boating services in Castlegar to serve Arrow Lakes boaters and those who travel the Columbia System using the navigational locks. Facilities should include moorage, fuel stations, sani-stations, repair shops, boat rentals, information centres and shuttle service/excursion tours around the Castlegar area to give boaters an appreciation of the community. Consideration should also be given to the need for camping and picnic facilities for boaters. Not only could boaters utilize this centre but rentals or tours could also commence at this point.

4. Create an urban design theme and signage program for Castlegar to encourage its use as a service centre and to strengthen its gateway function. In particular the signage should clearly indicate where local services and attractions may be found, as well as direct travellers to the Regional destination areas and touring centres such as Nelson or Rossland.

5. Increase the supply of rental vehicles based in Castlegar for fly-drive rentals within the Region, especially for auto touring packages making use of local touring accommodation throughout

the Region. Such rentals will improve accommodation occupancy rates and could be operated on an extended season basis, especially during the autumn.

6. Establish a year-round tourism orientation centre featuring audio-visual packages on regional travel options and attractions as well as a central computerized reservation system. Consideration should be given to an appropriate location, perhaps near both the Airport and Highway 3 and supported by good signage.

6.4.5.2 Castlegar Regional Airport

While not wishing to dwell on the problems associated with the Castlegar airport, it is important to realize that good air access is critical to the long term development of destination travel within the Region. Vancouver, Calgary and Spokane are all international and long-haul gateways to the Kootenay Boundary Tourism Region, but an all weather Regional airport is a necessary facility, especially for winter tourism within the Region. Further, as an air gateway for packaged mass-mode tours (air/bus) based in Nelson, consistent service must be possible.

1. Upgrade the Castlegar airport including complete instrumentation to improve safety margins and increase scheduled flight success, especially in the winter.
2. Promote suitable waiting facilities for package tour travellers connecting with Nelson based tours.

6.4.5.3 Doukhobor Village Regional Tourism Attraction

As a tool in retaining the Doukhobor culture within the Region, the Doukhobor Village in Castlegar is a remarkable private achievement. However, it also has a regional tourism function as one of the few developed attractions in the Castlegar area and also as one of the more unusual attractions within the Region, especially capable of serving tour groups. It also provides the best interpretation of Doukhobor culture in British Columbia. However, because of its siting on Agricultural Land Reserves and its reliance on private funding, the Village has not yet established a secure future within the Region. Its considerable potential combined with its new interpretation centre and the National Exhibit Centre, warrant its support as a Regional tourism attraction.

1. Encourage recognition of the historic role of the Village as an agricultural commune and of the consequent necessity that it be situated in suitable agricultural land. In turn, the agricultural functions of the Village's fields, orchards and vegetable gardens should be developed to illustrate traditional agricultural methods. The produce should be made available for sale in the Castlegar area.
2. Support the development of the Doukhobor Village including the expansion of the range of activities within a year-round staffed operation. Care must be taken that the integrity of the Village is maintained while its function as an attraction is acknowledged.
3. Improve signage to the Village and Exhibit Centre especially for highway travellers in the Region.

6.4.6 Arrow Lakes Recreational Waterway

The Arrow Lakes are the reservoir formed in the Columbia River Valley by the Hugh Keenleyside dam near Castlegar. The 230 km reservoir has considerable recreational/tourism potential. However, this has been only partially realized as a recreational management plan must be drawn up by B.C. Hydro and other concerned agencies to enable achievement of water-based recreational objectives and fisheries management objectives, as well as the generation of hydro-power. Fluctuations in water level of over 20 m. create serious constraints to use that must be resolved. There are navigational locks at the dam site which allow the Arrow Lakes to be linked by boat to the F.D. Roosevelt Reservoir in Washington. There is thus a linear recreational waterway that stretches over 450 km. from the Grand Coulee dam to Revelstoke that has tremendous tourism potential with substantial economic benefits to the Region if properly organized, managed and promoted.

Two components of this lengthy recreational waterway system of importance to the Region are the Marine Access Park System planned by the Provincial Parks Branch and a boat excursion from Castlegar to be operated by the private sector. The major requirement for the waterway is:

1. The development of a recreational management plan for the Arrow Lakes to be drawn up by B.C. Hydro and other concerned agencies such as the Fish and Wildlife Branch, Parks and Outdoor Recreation Division and the Regional District of Central Kootenay. The goal of the plan will be to facilitate tourism/recreational use of the lake, shoreline and sport fishery resources.

2. Institute the plan and designate the reservoir as a Recreational Waterway, part of a larger system that extends to the Roosevelt reservoir in Washington State.

6.4.6.1 Arrow Lakes Marine Access Park System

The Parks and Outdoor Recreation Division has plans to develop a system of lakeside parks along the Arrow Lakes reservoir to provide essential facilities for the enjoyment of the boating public. Despite the considerable water level fluctuations (12 m. over the peak summer months), the lake system does have good boating potential, however, specially designed facilities are required to permit use at various water levels.

1. Support the development of a lakeside and marine access park system by the Parks Branch.
2. The lakeside park system should include road access day use areas, road access camping areas (both with boat launch facilities), minimum facility boat access sites and natural attraction sites. These should be evenly distributed along the length of the reservoir (site conditions permitting) to provide opportunities for regional resident and tourist boat touring and auto touring. Destination type and transient type of camping opportunities should also be offered.
3. With the importance of angling in the array of water-based recreational activities, special management efforts should be made to enhance sport fish populations, e.g. at Deer Creek and Inonoaklin Creek.

6.4.6.2 Arrow Lakes Boat Excursion

With the variety of man-made and natural features along the 230 km length of the Arrow reservoir there are good opportunities to establish commercial boat tours or excursions of varying distances. They could also be included as part of the package loop tours operated out of Nelson or with other vacation travel packages. To be successful, the reservoir management plan and the marine park system would have to be in place and the operation would require considerable promotion. A sternwheeler design replicating former riverboats would have positive market appeal.

1. Support a pilot project to run a day long boat excursion from Castlegar to Fauquier or as part of the loop tour from Nelson to Kaslo-New Denver-Nakusp-Fauquier. Pick-up and drop-off at the various marine parks could also be carried out along with stops at points of natural and heritage interest.
2. If successful, the tours could be extended to Nakusp for the hot springs experience or to Revelstoke to capture some of the Trans Canada Highway traffic as a part of bus/boat tours.
3. If feasible, vacation tours could be run with nights spent at various resorts along the lake.

6.4.7 Nakusp Local Tourism Service Centre

Nakusp is not only the largest community in the Arrow Lakes Valley and the largest northerly community in the Region, it is central to several tourism attractions of growing importance to the Region. The nearby hot springs are popular and a variety of ski opportunities are just beginning to be discussed. As a local tourism service centre, Nakusp will serve both touring traffic and also some element of destination traffic associated with the area's resource attractions.

1. Upgrade and expand the accommodation base to meet the needs of the touring public and specialty needs of the nearby attractions. In particular, the accommodation plant should be developed to support winter recreation markets with some special facilities such as country inns and motels with self-contained units with a moderate degree of support amenities.

2. Examine the various ski opportunities that could use Nakusp as an accommodation base. In particular, the opportunities for further heli-skiing and cross-country skiing, as well as snow-cat skiing should be investigated as the snow and terrain resources for such activities appear to be available and carefully marketed accommodation could operate year-round. Generally, a small amount of high quality accommodation would be required, while many parties would prefer "character" or self-contained facilities, an approach in keeping with the nature of the community.

3. Expand nearby camping facilities to provide further serviced campgrounds primarily for touring traffic and visitors to the Nakusp Hot Springs.

4. Improve food services to offer a variety of services including some quality facilities which meet specialty markets and at least one establishment geared to handle bus excursion tours on a regular basis.

5. Take maximum advantage of the nearby geothermal resources. While Nakusp Hot Springs is now pleasantly developed, its longer term potential as a regional attraction has not yet been explored. An assessment of expanding the hot springs development as market dictates should be prepared, including the need for larger pools, further accommodation and support amenities. There are few four-seasons resorts in British Columbia and hot springs are a good base from which to develop additional resorts. The role of the Nakusp Hot Springs as a resort should be considered, as well as the development of other area hot springs for resort use. Good quality hot spring development has a strong and wide market appeal and multiple developments support each other.

6.4.8 Selkirk Mountains Regional Tourism Destination Area

Located in the central mountain range of the Region is a spectacular combination of broad expanses of rugged alpine terrain separated by picturesque Slocan Lake. The area is accessible by highway from all four directions including the Castlegar regional airport to the south. Kokanee Glacier Park is located to the east of the Slocan Lake and there has been a regionally-based movement to have the Valhalla Ranges to the west of Slocan Lake designated as a provincial Class A park as well. The local population have also expressed a strong desire to have the area developed as a tourism destination zone based on the natural attractions of the lake and mountains and on the heritage elements of the silver rush. There are four major elements that would be required for the successful development of the tourism industry in the Selkirk Mountains Tourism Destination Area; they include a local tourism service centre, wilderness provincial park areas, a heritage attraction and lake-based and river-based recreation areas. The guidelines for development include:

1. Establish guidelines for protection of scenic landscape and special features.

2. Institute strict controls on shoreline development to maintain the unspoiled character of Slocan Lake.

3. Create tourism services and developments in specially defined nodes.

4. Support commercial recreation/tourism services that complement the low-key, high quality, natural-based vacation image of the area.

6.4.8.1 New Denver Local Tourism Service Centre

New Denver is the largest community in this Destination Area centred on the Slocan. At the intersection of Highway 6, the principal route through the area, and Highway 31A which connects with Sandon and the Kootenay Lake area, New Denver currently serves a local tourism service centre function. As the largest centre in the area, the community's potential to absorb further tourist services with least detrimental impact is greatest. Because of its carrying capacity and strategic location, New Denver should be strengthened and developed further to serve as the main service centre for visitors to the Slocan.

1. Upgrade and expand the accommodation base in New Denver to serve visitors touring in the area; appropriate to New Denver would be modest to medium priced facilities including motels, country inns, bed and breakfast programs, serviced campground and a hostel. Because the area lends itself to some destination travel bound for exploration of the Slocan Lake or the Valhalla Wilderness area, a small amount of resort accommodation related to Slocan Lake and the New Denver and Silverton services should also be encouraged.

2. Expand food services in New Denver and create at least one establishment able to cater to tour buses on a regular extended season schedule. It is anticipated that New Denver will be a key stopping point for bus excursions based out of Nelson.

3. Develop a small scale interpretive centre for the Silver Rush theme in New Denver. This facility could provide the background to the area's mining history and series of "ghost towns". Consideration should also be given to inclusion of interpretive material on the Valhalla Wilderness Park, either in the New Denver centre or nearby Silverton. Existing area museums should also be supported in their presentation of local history including logging and railway activities.

4. Continue the development and promotion of New Denver as a key sales outlet for local crafts throughout the area.

5. Encourage the development of a controlled access shuttle boat service from either New Denver or Silverton to the Valhalla Wilderness Park. This system could be run by a private entrepreneur. In addition, boat rentals such as canoes, kayaks, sailboats or small outboards could be available for visitor access from one or both of these communities.

6. Develop a program of community design and signage for New Denver, with a theme based on local experiences and heritage. The theme should be applied at least to major community buildings and townscape and be used to encourage visitor stops and to enhance the likelihood of extended visitation.

7. Establish a hiking trail system from New Denver, possibly to Sandon to encourage longer visits; not only hikes but perhaps pack trains or trail rides in the heritage tradition should also be considered.

6.4.8.2 Valhalla Wilderness Park

Situated to the west of Slocan Lake, the Valhalla Range is an undisturbed segment of mountain wilderness with excellent warm weather and cold weather recreation potential. A variety of extensive, challenging activities can be carried on including hiking, mountaineering, fishing, photography, nature study, cross-country ski touring and heli-skiing in the deep powder snow of winter.

1. Support the proposal of the Valhalla Wilderness Society to have the Valhalla Range designated as a Class A provincial park or Wilderness Conservancy.

2. Prepare a master plan outlining the areas best suited for wilderness recreation activities, important landform, vegetation

and wildlife features to be protected within the park. Establish recreational carrying capacities for the park's various eco-systems.

3. Establish a network of hiking/crosscountry ski trails and a system of primitive alpine huts throughout the park.

4. The area should be open for use by individuals and commercially guided small groups who wish to enjoy the wilderness experience.

5. In the same vein, similar proposals should be adopted for Kokanee Glacier Park to improve the recreational use of this alpine area.

6.4.8.3 Slocan Lake Outdoor Recreation Area

This is one of the few undammed lakes in a largely unmarred scenic setting with high recreational potential that remain in southern British Columbia. All development should maintain the existing high quality environment and the experience provided by the lake.

1. Develop a marine access park system on Slocan Lake; the east shore to have traditional camping, picnicking and day-use road-access parks; the west side to have boat access camping/docking areas linked with the trail and hut network in the Valhalla Wilderness Park.

2. Provide a comprehensive marine/service centre at New Denver offering boat rentals, a drop-off/pick-up service across the lake to the marine parks and trail systems of the Valhalla Park and wilderness camping/hiking equipment rentals.

6.4.8.4 Slocan River Recreational Waterway

This river offers a challenging 60 km. canoe/kayak or commercially operated rafting trip. It is one of the few naturally flowing canoe rivers left in the Region and the only one with any white-water commercial rafting potential.

1. Designate the Slocan River as a Recreational Waterway with management guidelines to protect the recreational and scenic capabilities of the river valley. Develop access/egress points.
2. Investigate the feasibility of a commercial river rafting operation on the Slocan. If feasible, the rafting trip could be offered as part of the package tour program run out of Nelson.

6.4.8.5 Sandon Regional Heritage Attraction

The area around Sandon was the scene of considerable mining, smelting and settlement activity at the turn-of-the-century as several towns sprang up as a result of the rush to the "Silvery Slocan". As the mineral veins were exhausted, the people left and all that remain are ruins and ghost towns - a sequence of events that was characteristic of much of the history of the Region. Sandon has the best potential to develop and interpret this history.

1. Establish Sandon as a historic site and stabilize the remaining buildings in this and neighbouring ghost towns.
2. Develop the site as a commercial attraction with guided tours through the old towns, smelters and mine sites.
3. Establish the ghost town site as a major attraction on the loop tours operated out of Nelson and as a destination for auto touring traffic with accommodation and food available in New Denver.

6.4.9 Kootenay Lake Regional Tourism Destination Area

The Kootenay Lake area has traditionally had a destination role within the Kootenay Boundary Tourism Region with special emphasis on the fishing resources of the Lake. The area, however, offers far more than fishing holidays. The total package of urban, heritage, cultural, scenic and special recreation resources is the focus of destination travel for a variety of markets. Of special importance is Nelson with its architectural heritage, second in the Province only to Victoria, and its cultural life. The basis for continued arts and crafts development is strong. Kaslo, on a much smaller scale, continues the heritage/cultural theme. The lake and mountain setting presents opportunities for fishing and boat cruises as well as providing scenic locales for resorts. Special natural attractions such as Ainsworth Hot Springs and Cody Caves also exist. Recreationalists might wish to explore Kokanee Glacier Park or partake in snow cat skiing or motor boating. An excellent golf course is available on the east shore.

To date, the overall appeal of the area does not appear to have been developed to its full potential and attention should be directed towards strengthening the area as the primary destination within the Region. The Kootenay area also serves as the base for excursion loop routes, several of which traverse the area.

6.4.9.1 Nelson Regional Tourism Service Centre/Heritage Attraction

Nelson's combination of a beautiful setting, wealth of heritage structures, fine arts, and central location within the Kootenay Lake Destination Area, as well as its proximity to Crowsnest 3 and the Castlegar Regional Airport could enable the community to become the focus for all tourism travel in the Kootenay Boundary Tourism Region. Essentially, Nelson has the potential to become an attractive focal point within a heritage setting supported by good tourism services and facilities much like Banff. This role depends upon the recognition and appropriate treatment of the special stock of heritage buildings and upon the continued upgrading and expansion of tourist services. Visitors will not only come to Nelson because it is a heritage attraction but because it will be an enjoyable community from which to explore and experience most of the Region. In particular, Nelson could become a major base for loop and excursion tours by mass mode for extended travel seasons, and a centre for specialty packages for such markets as Japanese travellers or powder skiers.

1. Upgrade and develop additional accommodation including quality support amenities. Architectural themes complementary to Nelson's heritage base should be encouraged.

2. Support the community plan and develop architectural controls to retain the special character of Nelson.

3. Support public and private efforts of adaptive rehabilitation of existing heritage buildings, especially in the more public areas of Nelson.

4. Develop further food services and entertainment to encourage extended visits within the community and complement the activity and attraction base of the Nelson area facilities.

5. Establish a tourist orientation centre with a central reservation system, and with group and excursion package sales. Special accommodation programs such as bed and breakfast in heritage homes or other innovative programs should be administered through the centre.

6. Upgrade convention facilities in conjunction with further accommodation so that extended shoulder and winter seasons for conventions can be developed. The intent is to support year-round use of tourism services and hence, steady employment and revenues.

7. Promote and develop a series of defined themed loop tours based in Nelson. These tours would not only be suitable for independent travellers but would also have appeal for excursion bus operators and package tours within the Region. Six routes are proposed in this plan. The tourism association could assume a major role in packaging, selling or even operating tours, particularly for the benefit of its members.

8. Encourage bus tour operators to use Nelson as an excursion and package base using Castlegar as the gateway. Operators could provide a shuttle service from Castlegar to Nelson to provide a complete package service.

9. Enhance the heritage aspects of the community by supporting the year-round operation of the Kootenay Museum and strengthening its interpretive function.

10. Develop Nelson as part of the mining geology theme of the Crowsnest 3/3A with recognition of related features and activities such as the Chamber of Mines Eastern B.C. Museum and the Mine Rescue Competition.

11. Upgrade the waterfront area to enhance waterfront use and to complement the quality heritage character of the City.

12. Develop Kootenay Lake tour boat cruises commencing in Nelson and provide suitable docking, waiting and parking facilities. See Section 6.4.9.4 for further description of operation.

13. Investigate the need for a tour bus depot to support excursion and package bus tour operations.

14. Continue to develop and promote Nelson as a fine arts centre. The associated activities and displays increase tour groups' packaging possibilities, encourage the development of specialty markets such as art school students and increase the length of visitation. In addition, this aspect serves to differentiate Nelson, thereby broadening its appeal to more urban markets.

15. Investigate the local ability to provide comprehensive Japanese language tours for Japanese tour groups. The ability to provide a multiple activity tour (e.g. heritage, scenery, hot springs, fishing, powder skiing, boat tour, Doukhobor or hydro attraction) supported by local residents familiar with Japanese culture, would increase the likelihood of tour development.

6.4.9.2 Kaslo Local Tourism Service Centre

Lying on the west shore of Kootenay Lake, Kaslo has both road and small boat access. Kaslo is the major town north of Nelson on the Lake and, located at the intersection of Highway 31A to the Slocan Valley, it has already become a local tourism service centre especially for lake resorts as well as a popular point on circle tours. Its architectural and cultural aspects strengthen its appeal. Most tourism activities are summer or fall oriented although some nearby snow cat powder skiing areas have been developed.

1. Strengthen Kaslo's role as a service centre especially for auto touring, tour buses and cruise boats with upgraded and expanded food services, including facilities suitable for bus or cruise boat groups. Also develop docking facilities for cruise boat tours on Kootenay Lake.

2. Expand and promote the role of Kaslo as a craft centre with improved display and sales facilities.

3. Support and strengthen heritage restoration and implement architectural guidelines to encourage the maintenance of service centres which will induce more visitors to stop in the area.

4. Investigate the possibility of developing a daily theatre presentation, possibly based on area history, which could be combined with tour excursions of Nelson and which could make use of the Langham Cultural Centre.

5. Support the continued development of specialty winter recreation activities using Kaslo as the primary accommodation base.

6. Expand the nearby lakeside resorts and marina facilities to encourage destination use of the area. Develop guidelines to limit detrimental environmental impacts caused by further resort development.

6.4.9.3 East Shore Destination Resort Area

Stretching from Boswell to Crawford Bay along the east shore of Kootenay Lake with access by highway 3A or the Balfour ferry from Nelson, is a strip of small established resorts, primarily cottages or cabins, supplemented by campgrounds. One, Wedgewood Manor, is a character property dating from 1909, while another, Kokanee Springs Resort, has the recreational amenities of a larger resort including an 18-hole championship golf course and a landing strip. The destination role of Kootenay Lake is expected to grow expanding the need for moderate to high quality resorts. Further, proposed long term development of the St. Mary's River Road from Kimberley would open the area to increased Albertan use. In general, the area has not been developed to its fullest potential given the scenic quality of the area, the likelihood of increased touring and extended area visits, and the area's relatively good access.

1. Support the Central Kootenay Regional District in its planning efforts for the east shore resort area. Particular emphasis on environmental landscape and design guidelines would help to protect the resource base and increase the area's attraction.

2. Encourage the expansion or development of quality destination resorts, with at least one major facility of 200 to 300 units and time-sharing ownership to promote intensive use.

3. Upgrade existing resorts with the addition of support amenities designed to encourage destination use.

6.4.9.4 Kootenay Lake Boat Excursion

The impressive scenic setting, the large size (130 km. long, 330 km. of shoreline), the natural and cultural features provides an excellent opportunity to establish a boat excursion on Kootenay Lake that would have considerable tourism appeal. The boat could possibly be designed as a replica of the sternwheelers that used to ply the lake, thus reinforcing the heritage theme of Kaslo and Nelson.

1. Establish boat tours of Kootenay Lake using Nelson as the terminal point.
2. The boat should run to several points on the lake, e.g. to Kaslo, Ainsworth, Crawford Bay, and to parts of the marine park system with a pick-up and drop-off service for the resorts and parks.
3. Evening dinner cruises could also be run from Nelson or in conjunction with the resorts.

6.4.9.5 Kootenay Lake Marine Access Park System

In view of the continuing popularity of Kootenay Lake as a destination vacation area for boating, fishing and swimming, the Parks Branch is progressing with plans to develop a system of lakeside parks along Kootenay Lake to provide essential service for the enjoyment of the boating public. This will become an important element of the array of tourism attractions in the Region.

1. Support the development of a lakeside and marine access park system on Kootenay Lake.

2. Provide a diversity of opportunities including highway access day use/beach and camping areas, as well as water access camping and protective harbours.

3. Lakeshore trails, cultural and natural history interpretation opportunities should also be provided.

4. Ensure benefits to existing commercial enterprises by strategic placement of facilities to increase demand for services and by providing semi-remote, simple facilities.

5. With the importance of angling in the array of water-based tourist recreational activities, special management efforts should be made to enhance sport fish populations.

6.4.9.6 Ainsworth Hot Springs/Cody Caves Regional Tourism Attractions

The Ainsworth Hot Springs Resort has developed based on some of the best hot spring resources in the Region. There are two main pools - the 15 m. long horseshoe shaped cave pool which is an abandoned mine shaft and a large 18 m. pool. The accommodation has deteriorated during past years and efforts are being made to upgrade the lodge and cabins.

Nearby Cody Caves Provincial Park offers a considerable network of caverns with both easily accessible and more remote sections. One-hour and two-hour tours can be arranged periodically.

Both of these attractions have the potential to become more significant tourism attractions through the provision of higher quality support amenities and greater promotion. They should become major stops of interest in the various circle tours operated out of Nelson and for guests of the resorts on Kootenay Lake. The hot springs, in combination with the recreational capabilities of the lake offer opportunities for four-season resort operation.

1. Support the upgrading of tourism accommodation and food services at Ainsworth.

2. Assess the market demand for additional accommodation and support amenities (e.g. pool expansion) including the potential contribution of the hot springs to four-season resort operations.

3. Improve substantially the guided and self-guided visitor services at Cody Caves Park to meet the needs of package tours, auto tourists and resort guests in the Kootenay Lake Destination Area.

4. Include the hot springs and caves features as part of the Kootenay boat excursion.

6.4.10 Creston Regional Gateway Centre and Local Tourism Service Centre

Creston, in its beautiful agricultural valley setting, is the eastern regional gateway for auto travellers to the Region, both from the Prairies and the U.S.A. While tourism is a part of the community's economy, its major base is agriculture with fruit an important component. Tourism should continue in a lesser role but the gateway and service centre functions should be strengthened so that maximum advantage is made of the community's gateway location.

1. Expand touring type accommodation as the market dictates; this would include both facilities for individual travellers and package tour buses en route along the Crowsnest 3 corridor.

2. Expand food services as required, including facilities able to handle bus tour groups (package tours and excursion tour buses from Nelson).

3. Provide a tourist orientation centre with audio-visual packages on regional travel options and a central computerized reservation system.

4. Strengthen the role of the Creston Valley Wildlife Centre on the Pacific Flyway as a major regional attraction by continued and expanded interpretive programs especially in the spring and fall. This attraction not only serves a valuable educational function, but because of the seasonal aspects of waterfowl, can serve to enhance travel in the shoulder seasons, in particular. It would also support the wildlife viewing aspect of one of the loop tours.

5. Encourage the creation of a local attraction through the restoration of the Goat River Dam and Powerhouse with support facilities such as picnic and rest areas and displays. This attraction would be able to operate through an extended season, would appeal to the touring public and would be in keeping with the power development theme, one of the key themes in the Region.

6.4.10.1 Creston Valley Wildlife Centre Regional Attraction

This co-operative management project between federal and provincial wildlife agencies has proven to be a very popular attraction for both wildlife interpretation and general extensive recreation/nature study. The natural resources are the basis for the tourism industry and interpretation of natural features and processes should continue to be an important part of the visitor's experience.

1. Promote and support the further development of the Creston Valley Wildlife Interpretive Centre as a regional tourism attraction.

2. Expand and upgrade visitor services at the interpretation centre to meet the needs of pass-through tourists and package tours.

3. Provide further opportunities for extensive recreation/nature study of the Wildlife Management Area including signage, pamphlets, trails and viewing areas.

6.4.11 Kootenay Boundary Special Recreation Attractions

The Kootenay Boundary Tourism Region has an excellent array of high quality natural resources, many of which have considerable potential for commercial tourism development. There are many natural attractions, especially of the water-based type, that have been well developed while there are several others that are only beginning to realize their tourism development potential. Several of the attractions have the capability to be used in conjunction with one another to provide the basis for extending the existing season of use or for establishing year-round use. The resources that should receive further attention (many of them have already been mentioned in various parts of Section 6.4) are hot springs, powder snow skiing (ski touring, heli and sno-cat) and long-distance boat tours.

1. Investigate further the potential (of both the resources and the markets) for integrating the use of various resources to expand the tourism opportunities available in existing (or new) resorts and destination areas, e.g. lakeside resorts as stopping points on lake excursions.

2. Investigate the potential for expanding the season of use of existing resorts and destination areas by developing the off-season recreation capability, e.g. hot springs resorts linked to heli-ski or ski touring operations, lakeside resorts linked to ski touring or sno-cat skiing operations.

3. Investigate the market potential for family recreational rafting, both day-trip and long distance trips, in which the white water aspect is a minor component. Overnight accommodation could be in lakeside campgrounds or in lakeside resorts.

6.4.12 Travel Corridors

The Region is well serviced by a well developed network of roads. This is unusual, as in many regions of the province, the travel corridors are not networks but are spines, thus greatly limiting intra-regional loop touring. The Kootenay Boundary Tourism Region, however, has a variety of loop tours using provincial and regional travel corridors, as well as backcountry roads with considerable tourism development potential.

6.4.12.1 Crowsnest Highway 3 Provincial Travel Corridor

This is the most southerly trans-provincial highway in B.C. and, in terms of traffic volumes, is an important secondary travel route. The route is scenic, traversing mountains and valleys and touches most of the major settlements. Compared with the Trans Canada route, it is much more winding and slower but it is, nonetheless, a good touring route. In order to provide an image and a distinct unified theme for the route, the historic mining and geologic elements should be promoted. The route theme could be developed for the auto touring market and for bus tours on "explore B.C." excursions. The following concepts and actions are proposed:

1. Develop a strong theme for travel along the route based on the mining history and geologic features of the Region. This theme can be presented in segments within the Region or throughout the length of the highway. Appropriate brochures and maps should be developed with references made to the following items in the Region which reflect the theme: Rock Creek - placer gold and gold panning; Greenwood - major interpretive node with museum, visits to old copper mines, slag bells, smelter, ghost towns, circa 1900-1920; Grand Forks - old smelter building; Midway - Kettle Valley Railway; Rossland - Miner's Hall, Le Roi Mine Tours; Trail - tours of

the giant smelter; rock hounding and geologic features in various areas. These themes continue in the Okanagan-Similkameen Tourism Region to the west and the B.C. Rocky Mountain Tourism Region to the east.

3. Support and strengthen attractions along the route which contribute to the historic mining and geologic themes of the Crowsnest 3 route.

3. Develop pull-offs, viewpoints and stops-of-interest related to the theme with traveller services provided in specific nodes along the route.

4. Develop themed signage for tourist attractions and services accessible from the corridor to increase visitor awareness of the tourist opportunities available that will encourage a greater length of stay in the Region.

5. Establish land use controls adjacent to the highways to protect scenic values and to prohibit the spread of strip development.

6.4.12.2 Highway 6 and 23 Regional Travel Corridors

At present, these two low traffic volume roads provide access into the Region for visitors from the Vernon area (Highway 6), and from Revelstoke and the Trans Canada Highway (Highway 23). Both include short ferry rides across Arrow Lake which add a different aspect to the touring experience. It is expected that these two routes will play a more significant role in the future as touring corridors for both auto and package tour bus traffic.

1. Provide pull-offs and viewpoints in appropriate places for touring traffic with signage to indicate interesting features, e.g., Arrow Lake marine parks.

2. Concentrate traveller services at distinct nodes avoiding unsightly strip development.

6.4.12.3 Proposed St. Mary Regional Travel Corridor

In the long term (15 to 20 years) there is a proposal to build another road through the southern Purcell Mountains to link Crawford Bay and Kimberley in the B.C. Rocky Mountain Tourism Region. This road will be of considerable benefit to the Kootenay Boundary Tourism Region as the East Kootenays will likely be approaching their optimum level of tourism development by that time, and the new corridor will allow quicker access into the Region from Alberta markets. This improved accessibility will stimulate further development of the tourism industry in the Region.

6.4.12.4 Regional Loop Tours

The road network within the Region offers good opportunities to develop mass mode package loop tours within the Region. The resources, features and landscapes are such that each of the tours can develop a distinct theme although some features will be common to all loop tours.

1. It is suggested that Nelson be used as the headquarters for packaged loop tours as it is the main tourism service centre for the Region and is close to the Castlegar regional airport for air-bus group tours.

2. For each loop tour there should be distinct signage in keeping with the theme and appropriate traveller services capable of accommodating bus tours. Scenic landscape values and features should be protected in order to maintain the quality of the experience.

3. Scenic highway design standards should be incorporated in any future improvement programs.

4. The loop tours should be developed around (but not limited to) the following routes and themes:

   - Silver Slocan Regional Loop Tour #1

     Nelson-Kaslo-Sandon-New Denver-Slocan
     - silver rush, ghost town theme

   - Slocan Ranges Loop Tour #2

     Nelson-Kaslo-Trout Lake-Nakusp-New Denver or Fauquier
     - rugged mountain wilderness experience

   - Valhalla Regional Loop Tour #3A

     Nelson-New Denver-Nakusp-Fauquier
     - mountains and lakes theme
     - possible when highway completed between Fauquier and Passmore

   - Lower Arrow Loop Tour #3B

     Nelson-New Denver-Nakusp-Fauquier to Castlegar by boat
     - possible when tour boat operating from Castlegar

   - Kootenay Lake Loop Tour #4

     Nelson-Balfour-Creston-Salmo
     - fish and wildlife theme
     - part of route can be travelled by water when tour boat operating from Nelson

   - Lower Columbia Regional Loop Tour #5

     Nelson-Salmo-Waneta Dam-Trail-Castlegar
     - Columbia River hydro-electric resource

   - Hot Springs Regional Loop Tour #6

     Nelson-Ainsworth-Kaslo-Nakusp-Halcyon-Fauquier
     - West Kootenay hot springs theme

6.4.12.5 Backcountry Routes

The western part of the Region, in the Monashee Mountains and Kettle/Christian Valleys, has several roads with both rural and rugged characters which are well-suited to backcountry driving by both four wheel drive vehicles and family automobiles.

1. Designate two backcountry routes: The Kettle Valley route from Westbridge to Christian Valley and Beaverdell with an extension along the east branch of the Kettle River north to Highway 6, and the Granby River route extending north from Grand Forks.
2. Develop maps, themed signage and pamphlets to point out route highlights.
3. Where warranted, low key recreational sites for camping, picnicking, hiking, fishing and canoe access should be provided by the Forest Service.

6.4.12.6 Mass Mode Transportation

In support of the overall objective of increasing mass mode access to and within the Region, a number of recommendations have been made in previous sections of the plan. To summarize, the major points are listed below:

1. The upgrading of the regional airport at Castlegar.
2. The development of bus package loop tours based in Nelson.
3. The development of tourist travel services capable of accommodating bus tours.

Other recommendations include:

1. The investigation by VIA Rail of the possibility of re-opening the rail routes in the Region for special packaged tours.
2. Consideration of the possibility of using/converting old railway cars for semi-permanent accommodation in tourist areas (e.g. use of out-of-service or reconditioned sleeping cars as hostels in the Slocan Lake Recreation Area).
3. Due to the burgeoning demand for buses and the lead time required for new deliveries, tour operators should plan now in order to be able to provide the necessary equipment for the proposed regional loop tours.

6.4.13 Resource Management Requirements

The Region has been subject to a variety of large and small scale resource development projects during the course of its development. Mining, smelting, hydro and forest management have contributed substantially to the economic growth of the Region. However, the environmental impacts of these activities have received only a modest degree of attention and, consequently, the quality of the Region's recreational, tourism, sport fishery and wildlife assets have declined noticeably in the past ten years. Greater attention must be given to the needs of the tourism/recreation industry by all resource management agencies and resource users if the economic benefits of this industry are to fully compensate for declining employment in other resource sectors.

1. Tourism/recreation needs must be given full consideration in new and continuing resource utilization projects and management plans.
2. Visual integrity and scenic landscape values must be protected throughout the Region, especially along the travel corridors, lakes and waterways.

3. The Plan should support management and enhancement efforts of the Fish and Wildlife Branch to restore sport fish and wildlife populations in order to improve angling, wildlife viewing and interpretation opportunities.

6.5 Summary of Key Development Proposals

The following is a summary of the development proposals for the Kootenay Boundary Tourism Region:

- Establish two regional tourism destination areas, the first centred on Slocan Lake and the surrounding mountains and the second based on Nelson and the central portions of Kootenay Lake.
- Establish the Christina Lake area as a local tourism destination to be gradually upgraded to regional destination status.
- Establish Nelson as a regional tourism service centre supported by Castlegar as the regional gateway and service centre. Both Nelson and Castlegar have regional heritage attractions as well.
- Develop the following local tourism service centres: Kaslo, New Denver, Creston, Grand Forks and Nakusp.
- Strengthen the role of Grand Forks, Creston and Castlegar as regional gateways, and upgrade Castlegar's role as the regional air gateway.
- Designate Crowsnest Highway 3 as a provincial travel corridor with a distinctive theme based on its mining and geology elements and features.
- Establish a series of Regional Loop Tours utilizing the existing road network, each with a distinctive theme based on interpretable special resources and features.

- Establish the Slocan Lake Outdoor Recreation Area, the Valhalla Wilderness Park, Slocan River Recreational Waterway and the Sandon Ghost Town Regional Heritage attraction as part of the Selkirk Mountains Regional Tourism Destination Area.

- Establish the Arrow Lakes Recreational Waterway with a provincial marine access park system and tour boat excursions operated from Castlegar.

- Establish the Kootenay Lake Regional Tourism Destination Area to include a provincial marine access park system, tour boat excursions, Ainsworth Hot Springs/Cody Caves regional attractions, tour boat excursions, Nelson heritage attraction and the East Shore Destination Resort Area.

- Regional heritage attractions are designated at Castlegar, based on the Doukhobor cultural elements; at Nelson, based on the historic architectural elements; and at Sandon, based on the silver rush and ghost town elements. The strong historic resource base of the Region will also be reinforced at those centres such as Greenwood, Trail/Rossland and Kaslo which contribute to the strength of a route or destination area.

- Strengthen the role of Rossland/Red Mountain Ski Area as a regional winter resort while examining means of extending summer use.

- Establish Nakusp Hot Springs as a regional attraction with upgraded and expanded food and accommodation. Year round use is to be encouraged based on winter heli-skiing and ski-touring.

- Upgrade tourism services such as food, fuel and accommodation in the service centres, with specific attention to the needs of package tour traffic on the regional loop tours.

- Develop innovative forms of accommodation appropriate to the low key character of New Denver and the lake and mountain recreation base such as rustic lodges, bed and breakfast establishments and hostels.

- Develop a participatory style Columbia River System Hydro Power regional attraction near Castlegar.

- Upgrade and expand the Creston Valley Wildlife Interpretive Centre and programs to regional attraction status.

- Provide opportunities for low intensity recreation activities and experiences by designating the Kettle Valley and Granby River Backcountry Routes and the Kettle River Recreational Waterway.

- Develop a variety of themes based on the capability of the mountains, waterways, hot springs, powder snow and heritage features which will present a unified image and market identity to the travelling public.

APPENDICES

APPENDIX 1

TECHNICAL TERMS AND DEFINITIONS

In the following, several tourism related technical terms are identified and defined in terms of their usage in this tourism development plan. The definitions are based on both their current use in the literature and general tourism planning, and their particular application to the industry in British Columbia.

1. Tourism

The travel, activities and services used by any British Columbia resident beyond a 40 km (25 miles) radius from home for the purpose of personal enjoyment. Also, the travel, activities and services used by non-residents who enter the province for any reason other than work. It is recognized that elements of tourism are often involved when people travel for business purposes.

2. Tourist

Any British Columbia resident travelling in excess of 40 km (25 miles) from his/her home for any purpose other than commuting to work and any non-resident who enters British Columbia for any purpose other than work.

3. Tourism Destination Area

A distinct geographic area containing one or more tourism destination resorts integrated into a network of supporting facilities, attractions and events reflecting, through developments and programs, one or more of the area's dominant historic or natural themes. The developments and programs may be oriented to one or more major seasons and may attract a broad range of market segments depending upon the quality and quantity of tourism amenities available.

4. **Provincial Tourism Destination Area**

In an international and national context, the entire Province of British Columbia can be defined as a tourism destination area. However, in the context of the Provincial Tourism Development Strategy, it refers to a nationally and internationally recognized geographic area that offers a (virtually) complete range of facilities, attractions, activities and events during all four seasons of the year that will attract tourists from all market segments who spend the major part, and frequently all, of their vacation trip within this area. It is accessible by all major transportation modes and several travel corridors. At present, only Vancouver and Victoria qualify for this status; however, other areas of the Province will be planned to attain this status.

5. **Regional Destination Area**

This is a distinct geographic area which offers a sufficiently wide range of facilities, attractions, activities and events during one or two main tourism seasons that will attract provincial and regional market segments (and adjacent U.S. and Alberta visitors) who spend the major part or all of their vacation trip within this particular area. Examples of such regional destination areas are the Okanagan Valley, the Columbia/Windermere Lakes area and Fernie/Crowsnest Pass Area.

6. **Extended Stay Area**

An area that has high volumes of pass-through traffic and a considerable variety of partially or undeveloped tourist resources, development efforts are to be focussed on providing attractions to capture some of the tourist traffic and extend their length of stay by half a day or overnight. This designation is often a transitional phase with the area gradually developing as a destination area or a resort community in the long term planning horizon.

7. Outdoor Recreation Area

This is a large identifiable geographical area with a broad range of landforms, water features and vegetation associations whose primary management purpose is to provide opportunities for extensive land and water-based recreation for the public and the clientele of commercial outdoor recreation outfitters.

8. Four Season Tourism Destination Area

A distinct geographic area containing an integrated network of tourism destination resorts and supporting tourism developments offering a wide range of facilities, attractions, activities and events on a year round basis, reflecting through either the developments or programs the area's dominant, historic and natural themes. Accessible by major transportation modes along several travel corridors, the area attracts a broad range of international, provincial and/or regional market segments.

In a four-season tourism destination area, the tourism industry is the primary employer and the major source of income for the residents of the area, and there is a strong commitment by the local residents and the relevant municipal governments to stimulate the growth and development of the tourism industry.

9. Provincial Tourism Service Centre

A community offering a complete range of services to the tourist on a 24 hour basis including a variety of types and qualities of accommodation facilities, food, beverage and night entertainment, grocery and other retail facilities, gasoline and automobile service facilities, health care, banking facilities, a regional tourism information centre and other related facilities. Victoria and Vancouver are examples of two provincial tourism service centres.

10. Regional Tourism Service Centre

A community offering many services to the tourist but with a somewhat limited variety of types and qualities of accommodation facilities, food, beverage and night entertainment facilities, grocery and other retail facilities, gasoline and automobile service facilities, banking facilities, a regional tourism information centre and other related facilties. Examples of such centres include Cranbrook, Kelowna and Prince George.

11. Local Service Centre

A community offering a limited range of essential services to the tourist including accommodation facilities, food and beverage facilities, grocery and other retail facilities, gasoline and automobile service facilities, banking facilities, a local information centre and other related facilities, e.g. Revelstoke, Campbell River, Kimberley and Fernie.

12. International Gateway Centre

A population centre where overseas tourist enter Canada to commence their visit. Such a gateway offers either an international airport or port facility, a complete range of tourism services and accommodation, and has access via a variety of transportation modes and corridors to all parts of the province. Examples are Vancouver, Seattle, Calgary and Edmonton.

13. Provincial Gateway Centre

A population centre where Canadian or U.S. visitors enter the province to commence their visit. Such a gateway allows entry by air, ship, rail or major highway, offers a broad range of tourism services and accommodations, and has access via a variety of travel modes and corridors to all parts of the province. Examples include Victoria and Prince Rupert.

14. Regional Gateway Centre

A population centre on a provincial or regional travel corridor where tourists commence their visit to a region. Such a gateway allows entry by air, rail, port or highway, offers a considerable range of tourism services and accommodation and has access via several travel modes and routes to most of the region. For example, Kimberley/Cranbrook and Nanaimo.

15. Provincial Travel Corridor

A well travelled, distinct linear route linking international or provincial gateways with provincial or regional service centres and tourism destination areas. The major type of corridor of this type is the highway link between between Calgary and Vancouver. Planning and development along these corridors would be subject to special planning and design.

16. Regional Travel Corridor

A paved or unpaved route linking destination areas and natural or historic attractions with local or regional service centres and areas that are of regional significance. Examples might include the Highway 1/2/3A link between Vancouver and the Okanagan Valley, the portion of the Crowsnest Highway 3 linking Lethbridge and Fernie.

17. Scenic Drive/Historic Route/Ecotour

A paved or unpaved route or trail that brings the traveller into contact with landscapes, natural features, historic sites or monuments of significance to the heritage of the province or the region. An itinerary may be prepared for tourists on a group mode or other basis. Such tours etc. can take a day or longer to complete.

18. Recreational Waterway

A river-lake-canal corridor having a high capability for various types of motorized and non-motorized boating and associated recreational activities.

19. Historic Waterway

A river-lake-canal corridor that played a significant role in the exploration, trade and settlement of the province, is navigable by non-motorized and/or motorized pleasure craft and has inherent capability for history interpretation and associated recreational activities.

20. Wild and Scenic River

A river in a setting of outstanding natural beauty. There must be rapids and white water. Both non-motorized and motorized river travel is permissible.

21. Wilderness River

A river and its surrounding valley lands that are virtually in a pristine natural state with little evidence of human activities except on an historical nature. The river must have significant scenic and recreational capability and be navigable for at least three months of the year. Only non-motorized boating is permissible.

22. Tourism Destination Resorts

An establishment offering in one complex under single management, a reasonable range of man-made and/or natural recreational amenities and facilities support by accommodation, food and beverage services.

a) Summer Resorts: Water or land-oriented facility complexes providing natural and/or man-made recreational amenities and activities for overnight or long-stay visitors during the summer, with possible extensions into spring and fall shoulder seasons.

b) Winter Resorts: Primarily a land-oriented facility complex offering a variety of natural or man-made recreational amenities and activities for overnight or long-stay visitors during the winter season.

c) Alpine Ski Area: A commercially operated winter recreation area primarily focussed on the provision of downhill skiing opportunities with a variety of lifts, tows, skiable terrain and with base facilities. Limited on-hill commercial accommodation is available.

d) Year-Round Resorts: A water and land-oriented facility complex offering a wide variety of natural or man-made recreational amenities and activities for overnight and long-stay visitors during the entire year.

23. Tourism Attraction

A physical feature of outstanding interest which can be either natural (e.g. Takakaw Falls) or man-made (Fort St. James). There may or may not be facilities constructed to enable fuller enjoyment by visitors, e.g. Harrison Hot Springs Resort vs Kwadacha Wilderness Park. The attraction may be of international, national, provincial, regional or local significance depending on its ability to attract tourists from those market segments.

24. Tourism Event/Festival

A transitory man-made occurrence, celebration of activity of considerable interest and notability that is usually (but not always) held on an annual basis, e.g., rodeo, folk festivals, ski races. They can be of international, national, provincial, regional or local significance depending on the markets that are attracted (competitors/spectators).

25. Tourism Facility

An establishment whose primary purpose is to offer a particular service or recreation activity opportunity to the tourist. Services may include accommodation, food, beverage or automotive services, while recreation activity opportunities can range from ski developments to tennis courts, from a marina to an information centre.

26. National Park

Part of a system of outstanding and representative natural areas of Canadian significance administered by Parks Canada. The purpose is to provide opportunities for public understanding, appreciation and enjoyment of the natural heritage so as to leave it unimpaired for future generations. There are five national parks in British Columbia at the present time.

27. Provincial Park

Part of a system of outstanding and representative natural areas with a high recreational capability of national, provincial and regional significance administered by the Ministry of Lands, Parks and Housing, Parks Branch. There is a classification system of six types whereby parks are managed for various intensities of recreational use on a continuous basis ranging from those primarily intended for preservation of undeveloped natural systems and low intensity recreation to those developed to accommodate intensive recreation activities, for example, beaches, boat launching areas, campgrounds, etc.

28. Historic Park

An area containing outstanding heritage resources associated with persons, places and events of historic significance. Means are developed to enable public understanding, appreciation and enjoyment in a manner that leaves the resources unimpaired for future generations. These parks can be administered by the province or Parks Canada.

29. Marine Park

Coastal areas in the high recreational boating capability developed by the Provincial Parks Branch. They are developed to provide essential facilities for the enjoyment of the boating public while striving to maintain the attractiveness and integrity of the natural surroundings. Inland lakes/reservoirs are also included in this program.

30. Wilderness Parks or Conservancies/Reserves/Nature Conservancies

A pristine roadless tract in which natural processes and ecological communities are preserved. Extensive, low impact recreational uses are permitted, however, no exploitation or development is permitted except as may be necessary for the preservation of natural processes.

31. International Market

Residents of an overseas country having a propensity to travel to British Columbia (partially or entirely for personal enjoyment).

32. U. S. Market

Residents of the United States of America having a propensity to travel to British Columbia.

33. Canadian Market

Residents of the Canadian provinces and territories other than British Columbia having a propensity to travel to British Columbia.

34. Provincial Market

Residents of British Columbia having a propensity to travel in British Columbia.

35. Regional Market

Residents of regions within British Columbia having a propensity to travel within the confines of that region for the purpose of personal enjoyment.

36. Local Market

Local residents having a propensity to use nearby (one-half to one hour driving time) tourism and recreation developments for the purpose of personal enjoyment.

APPENDIX 2

RIVER CLASSIFICATION SYSTEM

The following interpretation of the International River Classification is made by Canoe Sport British Columbia.

Grade 1

Easy. Waves small and regular; passages clear; occasional sand banks and artificial difficulties like bridge piers. Suitable for novices in closed canoes, kayaks and open Canadian canoes.

Grade 2

Quite easy. Rapids of medium difficulty; passages clear and wide. Occasional boulders in stream. Suitable for intermediate paddlers in closed canoes, kayaks and open Canadian canoes.

Grade 3

Medium difficulty. Waves numerous, high, irregular. Rocks and narrow (clear) passages. Considerable experience in manoeuvring required. Advance scouting usually needed. Canoes will ship water, and unless equipped with spray covers, will require frequent emptying. Kayaks must be equipped with spray covers. Suitable for experienced paddlers in closed canoes and kayaks, and expert paddlers in open Canadian canoes.

Grade 4

Difficult. Long rapids, powerful irregular waves; dangerous rocks, boiling eddies; passages difficult to reconnoitre; advance scouting mandatory; powerful and precise manoeuvring required. Spray decks mandatory. Suitable for expert closed canoes and kayaks only. Not suitable for open Canadian canoes.

Grade 5

Very difficult. Extremely demanding long and very violent rapids, following each other almost without interruption. River bed extremely obstructed; big drops; very steep gradient; advance scouting mandatory and usually difficult due to nature of terrain. Suitable for expert paddlers only in closed canoes and kayaks with specific whitewater training under expert leadership. Not suitable for open Canadian canoes.

Grade 6

Extraordinarily difficult. The difficulties of Grade 5 carried to extremes. Nearly impossible and very dangerous. Suitable for teams of expert paddlers only in closed boats at favourable water levels and after careful study, with fully trained and experienced rescue team in position. Not suitable for open Canadian canoes.

APPENDIX 3

EVALUATION MATRIX - CRITERIA FOR RANKING

The following criteria has been developed and tested for use in evaluating landscape/planning units for tourism potential. As noted there are four (4) categories (rankings) that can be applied to each unit according to the assessment of the resource. The description of each ranking is as follows:

3. High quality and/or abundance of the resource that has strong capability to interest or attract tourists or to support tourism development.

2. Moderate quality and/or quantity of the resource (notable but not exceptional) that has the capability to interest or attract tourists or to support tourism development.

1. Average to low quality and/or quantity of the resource that has little capability to interest or attract other than local tourists or with low capability to support tourism development.

0. Resources are negligible or absent.